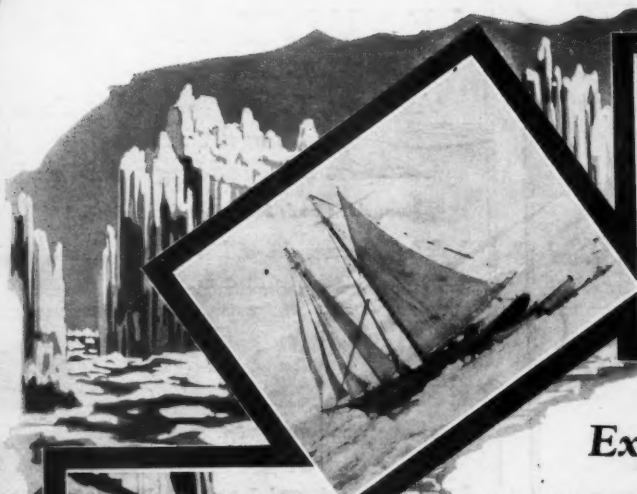


# ARTIFICIAL FISHING

VOL. XI

Registered U. S. Patent Office  
NOVEMBER, 1930

No. 10



## Captain Bartlett's Experience is PROOF

Captain Robert Bartlett was master of the *Roosevelt*, which carried Perry to the North Pole in 1909. More recently he has sailed the famous schooner *Morrissey* on several arctic expeditions.

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Hyde Propellers—Marine Equipment

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Portland, Maine

**E. W. Brown Company***Packers of***AMERICAN SARDINES**

"Clyde" "Chief" "Arrow" "Tomah"

South Portland, Maine

**Maine Steel Products Co***Manufacturers of*Anchors, Eye and Ring Bolts, Shackles  
and TurnbucklesThe Most Modern Equipment for  
GALVANIZING

by the HOT DIP PROCESS

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Builder of Boats and Vessels

Up to 125 Feet,

Using Maine White Oak

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Kennebunkport, Maine

## Portland, Maine, Fishing and Allied Interests

**W.** S. Jordan Company is one of the oldest ship chandlery companies on the Atlantic Coast, having been organized since 1834. This company has supplied ships from all parts of the world, from sailing vessels to the present-day motor driven craft. It recently took over the business of William Senter Company, dealers in compasses, binoculars and nautical supplies.

**L** EAVITT & PARRIS are known as the largest sail makers in Maine, having taken over the business from E. A. Poole in 1919. Nine people are employed in their loft, located at 3-7 Commercial Wharf, and the very best of materials and workmanship are furnished. Much of the sail work of the Portland Fish Co., Willard-Daggett Co., and Dirigo Fish Co., is done by this concern. Sails were furnished for the *Lochinvar*, *Bernie and Bessie*, *Benj. Thompson*, *Alice Doughty* and many others.

**T**HE Harris Company, organized in 1921, offers fishermen, boat owners and yachtsmen a complete line of marine hardware and supplies. A large mail order business is carried on along the Maine coast. This concern handles "AMCO" rope and Willard batteries. It is one of the largest and most progressive supply houses East of Boston. The officers are: Abner J. Harris, President; M. D. Harris, General Manager; Elery S. Harris, Manager Hardware Department; Omar S. Harris, Manager Grocery Department.

**R**ANDALL & McAllister, coal dealers, are now sole distributors for the Shell Oil Company's products in Portland and vicinity. Although they have been in the oil business only seven months, remarkable progress has been made, and they now have many friends among the fishermen and yachtsmen. Their tanker *Rosabel* is on duty 24 hours a day. She is a 72 footer, with a 10,000 gallon capacity, and is powered with an 80 h.p. Murray & Tregurtha engine. Mr. Howe is sales manager for the gasoline, oil and lubricating oil division.

**T**HE Marine Department of the Maine Steel Products Co have manufactured a fine line of drop forged marine hardware and boat fittings for more than a quarter of a century. Their line includes anchors, shackles, eye and ring bolts, steering wheels, wire rope thimbles, wire rope clips, turnbuckles, marlin spikes, ship scrapers, rowlocks, rudders, rail stanchions, davits, jib rings, links, swivel hooks, and iron work to order. They also have the most modern equipment for galvanizing by the Hot Dip Process. This firm furnished galvanized rigging hardware used in restoring the U. S. Frigate *Constitution*. The officers of the company are G. C. Soule, Pres.; J. B. Woodbury, Vice-Pres.; P. D. Mitchell, Treas.; and W. S. Story, Sales Manager.

**T**HE Portland Fish Company, producers of "Pine Tree Brand Seafoods", is said to be the largest producer of fish in the State of Maine. Nine fishing vessels are operated by this concern, modern machinery and good wharfage facilitating the handling of the large number of fish brought in. A cold storage plant is operated, making 13 tons of ice daily, using Frick Ice Machinery. Twenty-five to 30 men are employed directly, while about 80 men are employed indirectly on vessels. The salt fish business and smoke house are located on Franklin Street, the salt shed is on Widgery Wharf, and the lobster pounds are at Widgery Wharf. The Portland Fish Company was organized in 1921. The officers are: Geo. Ratcliffe, President; and E. A. Black, Treasurer. Mr. Ratcliffe was formerly of the Rundlett Co. Fuller P. Studley, who was formerly of the Rundlett Co., and half owner of W. T. Studley Co., of Commercial Wharf, is sales manager.

**F**RED F. Boyce is now owner of the firm formerly known as Boyce & Rutledge. The new firm is called the Fred F. Boyce Machine Co., and is located at 7 Central Wharf. This firm, in addition to their modern, electrically powered machine shop, is equipped to handle all kinds of marine work including custom boat building and general boat repairing. A crew of from 25 to 30 men is employed, including expert machinists, steam fitters and carpenters; and service is maintained day and night. Expert work is done on all makes of gas, Diesel and steam engines. Mr. Boyce has done much work for the Consolidated Lobster Co., of Boston, and many Gloucester, Portland and Boston fishing skippers are taking advantage of the excellent facilities afforded. This concern handles Fairbanks-Morse and Lathrop engines, and Hyde propellers.

**S**INCE 1878 Sargent, Lord & Co., has been known in the fishing centers of New England as a reliable source for general fishing and marine supplies. Within the last few years it has rapidly gained popularity with Eastern New England fishing supply dealers as a wholesale supply house for high grade fishermen's rope, lines, twines and general hardware. In 1928, the Company was incorporated and in 1929 all of the stock was acquired by Kenneth Tolman. At the close of the year the Company was expanded and acquired the services of Ralph MacLean, formerly of the Linen Thread Company, Boston, who became a stock holder and active partner with Mr. Tolman in the business. The Company now caters especially to the many Maine Coast stores, prompt service to these customers being enhanced by the advent of the numerous motor express services now in operation.

**E.** W. Brown Co., 173 Front St., South Portland, Maine, incorporated in 1904, is one of the largest packers of sardines on the Atlantic coast. About 500 bushels of sardines are used daily during the packing season, and their usual annual output is 60,000 cases. Every can of sardines packed by them is guaranteed. Three vessels are operated by this concern. The *Woice* and the *Mary M. Lord*, both powered with 45 h.p. C-O engines, are runners, and have a capacity of 800 bushels each. The *Carena* is for seining, using ten 100 fathom seines, 1 inch mesh, 14-6 twine, furnished by The Linen Thread Co., Boston, Mass. The officers of the Company are: W. R. McDonald, President; Geo. Boynton, Vice-President, and W. R. McDonald, Jr., Treasurer. W. R. McDonald is also President of the Atlantic Sardine Packers Association, and has devoted much of his time to promoting better conditions and more cooperation among the packers.

**B.** F. Warner, Kennebunkport, Maine, has been building boats for 20 years. During that time over 40 vessels have been launched for parties from Maine to New Jersey, ranging up to 125 feet in length. Mr. Warner has modern machinery in his plant, and employs a crew of 25 men. The best of Maine white oak lumber goes into the vessels built at this yard. Among the boats launched by Mr. Warner are: *Virginia* and *Joan*, Capt. Watson, Gloucester, Mass.; *Charlotte*, Capt. L. A. Clay, Stonington, Conn.; *Chester Tolman*, Tolman & Mack, Newport, R. I.; *Chas. E. Beckman*, Capt. Sater, New Bedford, Mass.; *Mary Ellen*, Capt. Reiter, Greenport, N. Y.; *Russell S. Capt. John Smith*, Stonington, Conn.; *Naomi Bruce III*, Capt. Gerry Shoares, Gloucester, Mass.; *Angie and Florence*, Capt. Pallazola, Gloucester, Mass.; *Angie and Vence*, Capt. Matt Mocer, Gloucester, Mass.; *Jennie B.*, Capt. Webster, Wakefield, R. I.; *Ramona*, Powers, MacDonald Co., Gloucester, Mass.; *Anna C.*, Capt. Ole Christensen, Portland, Maine; *Ethel Huff*, Capt. Geo. Huff, Cape Porpoise, Maine. The Warner yard is also equipped for repair work, and handles marine hardware, paints and varnishes.



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While the fish are running, it's a long hard grind for men and motor. Speedy tuning up, a quick run to the banks, "jogging" with the drag or heaving in. Then the race for port and top prices. Your engine must be on the job every minute, day in and day out.

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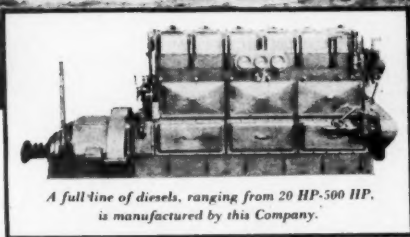
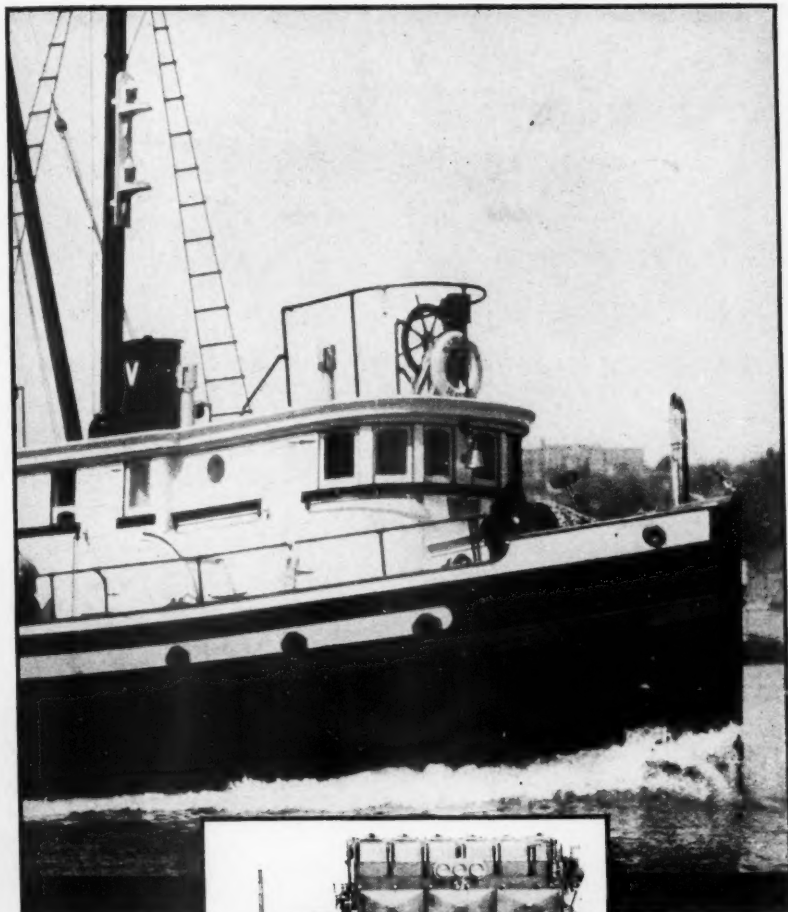
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Mike Legaz, Jr.

**T**HE Valencia, powered with an Atlas Diesel, set out, at dusk, from the General Fisheries Corporation's canneries, at San Pedro, Southern California. At 3 a. m. they arrived at the fishing grounds, off Santa Cruz Islands.

"A strong sou'wester was blowing up," writes the skipper, Mike Legaz, Jr., "and most of the purse seiners put in for shelter. But the water was teeming with fish, and we couldn't resist the temptation.

"We waited. The wind subsided... and we made a set. But just as we were ready to purse up, the wind turned northwest... bringing heavy seas. We've seen mighty stormy water in Alaska... but we've never seen a storm come up so fast. No warning at all. We had a real job ahead of us.

"The gale increased... The bow cork line got tangled around the stern... The seas got higher every minute... Then the boom snapped... We tried to rig up a temporary one... But just then large breakers came along and cleaned the deck. Gear, new purse lines... all went overboard.

"It was no use. The crew couldn't stand on deck. We were forced to give up, and battle our way to shelter. Everything went against us... except the engine. And what a time for engine trouble!

"But the Valencia's 160 HP Atlas Diesel ran perfectly during the entire experience. The engine was idling, and a good part of the time the winch was running... a real test for any engine."

When skipper after skipper... year after year... adds testimony after testimony to the unusual service rendered by the Atlas Diesel... it must mean something.

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That's why the Atlas Diesel occupies such an eminent position in the marine engine field. Investigate the Atlas Diesel, before you choose another engine. Sizes range from 20 HP to 500 HP. Mail the coupon, in the meantime, for a book with interesting facts.

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• Forced delays—avoidable loss of time in port—are costly for the fisherman. Every inactive day shows up in shrunken profits at the end of the season. It is a noteworthy fact that so many of the high liners are vessels which are Cooper-Bessemer Diesel powered. • These sturdy fishing

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# **COOPER-BESSEMER DIESELS**

# "Bremen"

shows trend in  
fishing vessel  
design

The "Bremen" recently put into commission by Tom Mosich of San Pedro, California, is typical of the new-type vessels designed and built on the Pacific Coast. A purse seiner which can be readily converted for live bait fishing, the "Bremen" was built for the long cruising range necessary for yellow fin tuna.

The "Bremen" is a 91-footer with gross displacement of 127 tons and is powered with a 270 hp. Model 37 F-M Diesel.

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*Branches with Service Stations in Principal Ports*

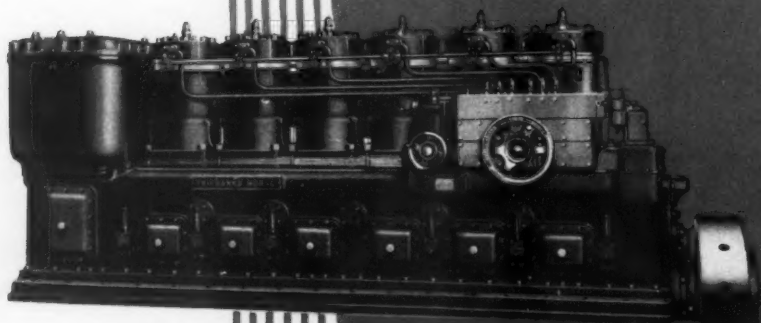


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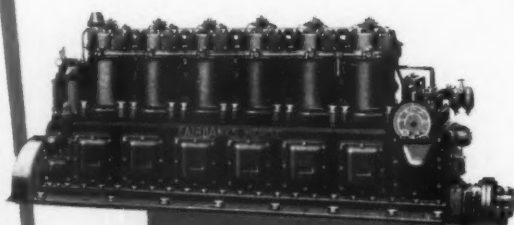
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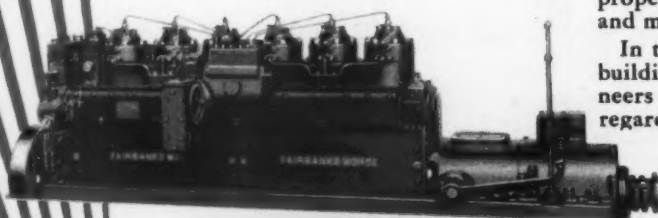




*A 300 hp. Model 37 F-M Marine Diesel with built-in accessories. Available in sizes from 250 hp. to 1400 hp.*



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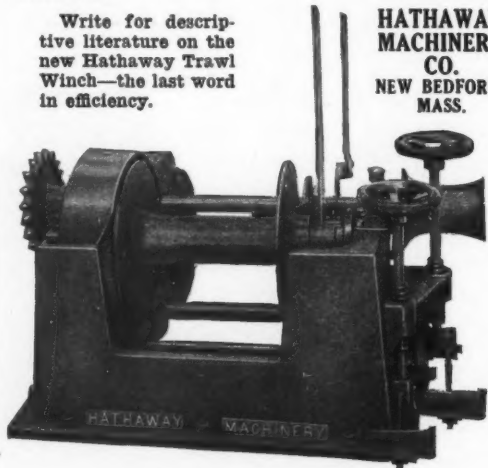
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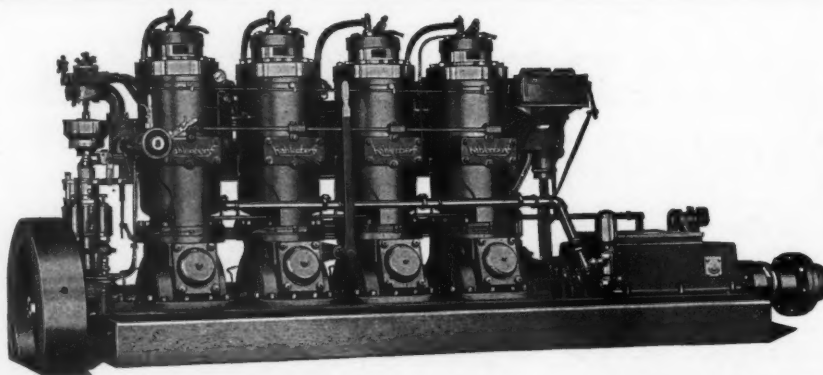
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**CONTINUOUS  
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Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.,

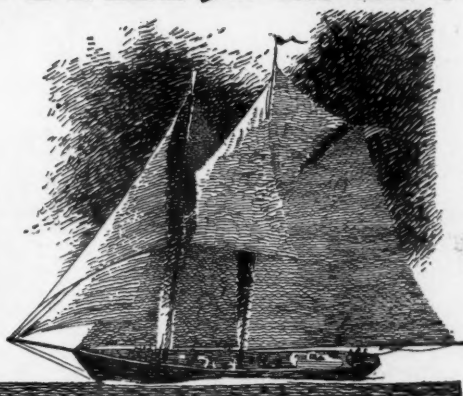
P. G. LAMSON, Publisher and Editor

10 cents a copy

\$1.00 a year

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The purpose of the ATLANTIC FISHERMAN is to be a factor in the industrial growth of the commercial fisheries. To this end, the magazine is dedicated to the prime factors, in effect the creators, of the industry—fish producers, men who either fish themselves or who are instrumental in production through immediate interest in floating property. The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs, by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea. While we realize that successful rehandling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.



VOL. XI

NOVEMBER 1930

NO. 10

## Advanced Methods Typical of Long Island Oystermen

By J. R. Leonard

FAR advanced over the olden days of sail and hand operated winches, the modern Long Island "oyster steamer" of today presents the last word in oyster dredging efficiency. While nearly all oyster boats are called oyster steamers, a big majority are equipped with powerful Diesel engines.

Being somewhat familiar with the *Napeague*, of Greenport, by reason of having enjoyed the hospitality of her Captain and part owner, Captain Walter E. Mills, during the recent Oystermen's Convention, your correspondent has selected her as being an ideal example of the fine type of boat used by the oystermen in these waters.

The *Napeague* is owned by the Cedar Island Oyster Co., of Greenport, N. Y., and was built at Staten Island by Ellis in 1913 for an oyster craft. She was taken over by the Government during the War, and after passing through various hands was finally acquired by the present owners, put in her present condition, which is the best, and, what is more interesting, kept in that condition.

She is of the following dimensions: length 70 ft., beam, 20 ft., draft, 7 ft. She is equipped with a 4 cyl. 100 h.p. Fairbanks-Morse C-O direct reversible engine, with all controls handled by the helmsman in the pilot house. She has neat lines and a well balanced hull, and handles perfectly in a narrow creek, not much wider than the length of the boat. She is equipped with a Delco lighting system, and an Arcola hot water heating system provides heat in the cabin and pilot house in the coldest of weather. A crew of eight or nine is generally carried. The improved dredges and hoisting winches were made by H. W. Sweet shipyard at Greenport.

Two dredges are towed at a time, on port and starboard sides. The towing chain, leading to metal blocks fastened to a towing bitt in center of the forward deck, then travels through upright pipes to winches below deck. These winches are controlled by the Captain in the pilot house. There

are two controls for each dredge, one a clutch control, the other a brake.

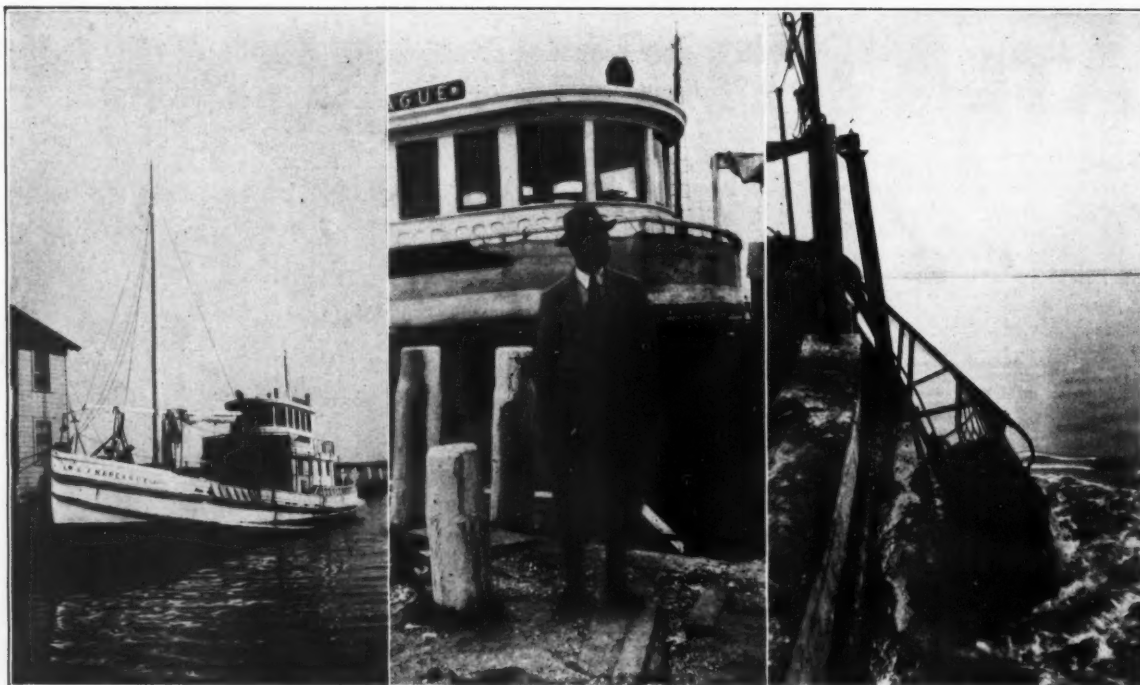
The dredge full of oysters is raised clear of the water, doused two or three times to clear it of gravel and small shells, and hauled over the rail. Then the dredge crew breaks her down and dumps her. Two men then lift and toss it back over the rail, and the chain is paid out to the required scope by the Captain. This dredge is about 5



Dumping dredge of oysters on deck of "Napeague". Note teeth on blade of dredge.

ft. wide and weighs about 350 lbs., having a capacity of 7 bushels. The rail and side rail bitts are protected by rollers, which also lessen friction in hauling. The total capacity of the craft is 2,000 bushels. At the rate of 500 bushels an hour, Capt. Mills said that she has been loaded to capacity, time and time again, in 4 hours. Her working deck is sheathed with maple, renewed as needed. The deckhouse forward is sheathed with copper for protection, as the oysters are heaped against it.

Working in Gardiners Bay and Long Island Sound, an "oyster steamer" of a necessity must be of a seaworthy type. The *Napeague* with her high bow and broad beam makes a suitable craft for the work. An awning is carried, that gives the crew a protection on hot sunny days. A staysail also is sometimes used to help steady her in a heavy sea. The *Napeague* is as neat a craft as can be found, and a credit to her captain and owners.



LEFT: The oyster dredger "Napeague", owned by the Cedar Island Oyster Co., of Greenport, N. Y. CENTER: Capt. Walter E. Mills of the "Napeague", with 300 bushels of oysters in the background. RIGHT: Seven bushels of oysters coming aboard the "Napeague", showing type of dredge used.

## Commission of Game and Inland Fisheries meets at Norfolk

### Oyster Season Off to a Good Start Consider Changes in Fishing Markers

By Sandusky Curtis

EYES of those interested in the seafood industry in the state of Virginia were turned toward Norfolk on October 11, as the Commission of Game and Inland Fisheries met. The meeting was of particular interest in view of the fact that it marked the end of a 1,000 mile trip through the State, made for inspection purposes. Major Willis Robertson, head of the Commission acted as chairman of the meeting, the most important feature of which was the continuation of the ban on seining Back Bay bass for market in spite of the appeal of a large and representative delegation.

State Delegate John Dey of Princess Anne acted as the spokesman for the protesting group. The delegation asked that the recent order, reported in the ATLANTIC FISHERMAN at the time, in which the ban was placed, be rescinded. The request was made via a petition bearing more than 250 names. It was denied by the Commission on the grounds that the bass were already sadly depleted and that further seining would but make conditions worse. As previously stated the commission stated it was willing to give fair market prices for the fish turned over to the Commission and the Commission is to use them in other streams in the State so as to increase the supply in the State as a whole, allowing a sufficient number to remain in Back Bay to avoid depletion there.

A statement of much interest was made by Major Robertson who declared that residents of this area should be thankful that their territory was not affected as much by the drought as others. In brief he said:

"Residents of this section cannot possibly realize how fortunate they are until they see the seared fields of the Valley, the dried up trout streams and the burned over forest areas where deer have been killed or routed from their native heath and where fine wild turkey nests are in ruins."

While in Norfolk the Commission was entertained by the Norfolk Chapter of the Izaak Walton League and the Cavalier Gun Club at a largely attended oyster roast. Other matters

taken up had to do with game and changes in the laws governing the same.

#### Oyster Season Under Way

Oyster boats are busy this time of year. They are bringing to Norfolk, Newport News and Hampton, the best that may be found in the way of oysters. They are said to be getting reasonably good prices for their oysters. Whether this is to be a banner season or not remains to be seen but it has started off fairly well with all concerned hoping for improvement as the season goes on into November.

#### Public Hearing to Consider Changes in Fishing Markers

Major G. R. Young held a public hearing in Norfolk the latter part of October for the purpose of considering certain changes in the location of fishing markers in the area between Craney Island and the Newport News Middle ground light. Navigation interests attended as well as those who may be affected by changes in the regulations governing the placing and the maintaining of fishing structures, nets, pounds and poles in near-by waters.

#### G. E. Buller Assumes Duties

G. R. Buller, State Superintendent of Fish Propagation, took over his office on Oct. 1. He is now on a tour of the Southwestern part of the State. He is accompanied by Harry N. Bailey, Sanitary Inspector of State Pollution Committee.

Mr. Buller came to Virginia from Pennsylvania. He was superintendent of a large hatchery in that State.

#### Veteran Fisherman Addresses College

Oyster tonging and the life of an oyster provided the theme for an address before the Norfolk Division of the College of William and Mary last week by Louis Feuerstein, president of the firm bearing his name. The speaker has been in the fish and oyster business for nearly three score years, needing but two to complete that long term. He stressed culture, gathering and marketing, his remarks being those of a man intimately acquainted with his subject.

#### Hand-lining Renewed as Spots Return

It was war in the family to see which could land the most spots and Captain John Watkins of Ocean View played second place, for his wife took first, with a catch of 81. And in October after the spots had been given up for lost. The return of the spots was the signal for a renewal in the hand and line fishing but the finny favorites of this section are soon to pass from the picture as it is now time for them to seek other feeding grounds.

## The "Gertrude L. Thebaud" Wins the Gloucester Race Series

Five Pound Island Favored for Fish Pier Site

A. E. Jacobs Was Well Known as Towboat Captain and Pilot

By E. A. Goodick

AS the two schooners came out of the harbor for what proved to be the last race of the series, the wind was blowing about 25 miles per hour and the visibility was the best of the series.

At 9:30 the sailing committee signalled the racers that the course for this race would be No. 1, which meant that there would be no windward work until they reach the third leg of the triangle.

The wind had died down to about 16 miles as they went over the starting line with the *Thebaud* about a length ahead of the *Bluenose*, but the Lunenburg was slightly to the weather of Capt. Charlie.

Walters overcame the *Thebaud's* slight advantage almost immediately and at 10:20 Angus was leading his rival by about three lengths as they were running before a fading breeze with their sheets well off.

About a mile from the first mark, Capt. Charlie appeared to be hauling up to the weather of the *Bluenose* apparently in an attempt to blanket him but the *Bluenose* appeared to be holding her own with the *Thebaud* hanging on. The time at the first mark showed the *Bluenose* with slightly over a minute lead. The *Bluenose* turning it at 10:47:13 and the *Thebaud* 10:48:20. The wind was freshening as the schooners started off on the second leg, a reach. There seemed to be more spectators out today than on the last day. It was a beautiful sunny day with the wind Northwest and no sea running. The *Bluenose* turned the second mark at 11:18:35 and the *Thebaud* followed about a minute later, but did not come about. Capt. Charlie apparently figured that he would get a better breeze off shore. The *Thebaud* tacked at 11:27 while Walters held on until 11:45 when he started up the shore for the mark. It appeared doubtful if he would make it in one hitch as he was due to run into the strong ebb tide at the entrance to Gloucester harbor. It also appeared as though Capt. Charlie would have to make another hitch although the tide would not hit him as hard as it would Angus. At this point Capt. Charlie kind of outguessed Walters, when he split tacks with him and as the schooners converged at the half way mark, it became apparent that the Gloucester boat would turn the mark well ahead of the Lunenburg. The *Thebaud* rounded the mark about a mile ahead of the *Bluenose*, a pretty big lead to overcome, although the *Bluenose* kept plugging along. At 12:03 Walters came about for the mark but failed to fetch and he was forced to make another short hitch, in the meantime the *Thebaud* was streaking along to the fourth mark increasing her lead all the while. The *Thebaud* turned the third mark at 12:08:18 and the *Bluenose* at 12:22:05, a lead of 13 minutes and 40 seconds, or about two miles for the *Thebaud*. The first round was made in 2 hours, 8 minutes and 18 seconds indicating that the *Thebaud* logged about eight knots an hour. Not only did Capt. Johnson outguess Walters on this third leg, but he was also favored by a slight shift in the wind which had hauled a little more to the Westward and he had to make one tack to fetch the mark. The *Bluenose* picked up slightly more than a minute on the fourth leg, turning the mark at 12:58:49 while the *Thebaud* turned it at 12:46:25. The 30 mile mark was turned by the *Thebaud* at 1:15:13, making it in 28 minutes and 48 seconds or better than 12 knots, the best time for any six mile leg in the series thus far. The *Bluenose* reached the 30 mile mark at 1:26:52, bettering the *Thebaud's* time for the leg by 45 seconds. Both schooners ran on past the mark in order to take advantage of the shift in the wind. Apparently they hoped to make the 36 mile mark in a single hitch. The *Thebaud* was the first to go over on the port tack but when Capt. Charlie saw that Angus was holding on, he went back on the starboard tack to keep covered on the beat to windward. The *Thebaud* came over on the port tack at 1:38, Walters following suit three minutes later. Only an accident could deprive the

*Thebaud* of victory at this stage of the game, although the *Bluenose* kept cutting down her lead every second. The *Thebaud* turned the sixth mark at 2:10:45 and the *Bluenose* at 2:18:40. At the finish the *Thebaud* went over at 2:17:06 and the *Bluenose* at 2:25:03. The *Thebaud* finished 7 minutes and 57 seconds ahead of the Lunenburg, giving her the series, the cups and the cash prize of \$3,000.

Capt. Charlie Johnson, sailing the *Thebaud* in place of Capt. Ben Pine who had to quit after the third race and go to the hospital for sinus trouble, deserves a lot of credit for the way he handled this boat in the last two races. Glowing tributes were paid to Capt. Walters and his crew for the fine sportsmanship they showed during the races and to the splendid performance of the *Bluenose*.

### Favor Five Pound Island for Pier Site

The Gloucester Fish Pier Commission at a conference in the Council Chamber, City Hall, with members of the Municipal Council, Master Mariners' Association and Chamber of Commerce, presented three plans for a proposed fish pier in Gloucester. Vincent Cove, taking in the wharves of the United Sail Loft and Gloucester Electric Company; Five Pound Island, and the East Gloucester site on the location of Base 1, U. S. Coast Guard. All of the local officials went on record in favor of the Five Pound Island site.

Senator Cornelius F. Haley, president and the members present were Representatives Harold B. Webber, Archibald M. Estabrook of Haverhill and John A. Jones, of Peabody. The board was accompanied by the secretary, Arthur Stiles, and Francis L. Sellew, water ways engineer of the State Department of Public Works, who made the plans.

Mayor Parker, Aldermen Bohan, Hudson, Davis and Simonds, Capt. Edward A. Proctor, Charles Nelson, Peter Grant and John A. MacKinnon and John Nelson of the Master Mariners' Association and Manager Laurence J. Hart of the Chamber all favored the Five Pound Island site, principally on account of its location, for the development of additional wharf property, least land damage and the most feasible solution.

Capt. MacKinnon made an additional point that it was the safest place in the harbor in a gale of wind.

In reply to a question as to cost, Senator Haley read the report of Engineer Sellew as to the estimates and details surrounding each of the proposed sites.

Senator Haley announced later that a public hearing would be held when the commission would perhaps have settled on one of the three proposed plans.

The report of Engineer Sellew to the Commission gives many details and approximate estimates of cost for each of the three sites which include the dredging of the berths alongside the piers to a depth of 20 feet at mean low water, which is somewhat more than is required for the modern fishing vessel, but is three feet less than is available at the Boston Fish Pier.

Upon adjournment, members went to the Atlantic Supply Company's wharf for a trip on schooner *Gertrude L. Thebaud*.

### Rowed 20 Miles After Boat Sank

Capt. John Powers and three fishermen of this city, all members of the crew of the local schooner *Dorothy M.*, were forced to row nine hours to make land at Newport, October 10, where their vessel sank beneath them while 20 miles South of Brenton's Reed Lightship.

The craft which was a small one, sank some time October 10, while making harbor.

The *Dorothy M.* had just shifted over from swordfishing to trawling when the craft sprung a leak after striking a floating object. She had about 6,000 pounds of fish on board.

Besides Capt. Powers, the crew consisted of Carman Bowers, William Goodwin and John Tobin, all of this city.

### Crew Flee from Blazing Dragger

The crew of the dragger *Pauline M. Boland* were brought to Boston by another fishing craft which picked up the men in their dories after they had been forced to leap into the sea for their lives as their boat suddenly burst into flames.

The fire occurred Sept. 30, about five miles off Highland light, Cape Cod. The rescue boat, the *Mary and Julia*, of New Bedford, was starting for Boston when the crew saw flames burst forth from the nearby *Pauline M. Boland*.

### Man Drops Dead Watching Races

Abraham V. Duguo, of 8 Maple St., died from a heart attack, while viewing the fishermen's races off Eastern Point,



October 9. Duguo was one of many spectators who had gone out to see the races in the haddock *Laura Goulart*, and was sitting on the cabin house talking with some young fellows describing the race to them, and explaining the fine points of sailing. Suddenly he was stricken, and fell from the house into a gurry kid, passing away without regaining consciousness.

The deceased was a man about 60 years of age, and had been employed for some time by the Gorton-Pew Fisheries Co.

He had been under the care of a physician for some time for heart ailment.

The schooner was put back after the death of Duguo, which occurred at 11:30 o'clock and she was docked at the Pew wharf shortly after noon, where Dr. Bailey of Ipswich, medical examiner, viewed the body.

#### Capt. Andrew E. Jacobs Was Well Known Mariner

Capt. Andrew E. Jacobs, well known on the harbor front, where he has been a towboat captain for many years, died at his home, 5 Prospect Square October 14, after a brief illness.

tion to the curve of the banks along which it was being dragged. Wind, tides or currents tend to throw the trawler off the proper course, but the many consecutive soundings obtained with the Fathometer make it possible to change the course instantly so as to keep the trawl operating at the proper depth at which fish are being caught.

He pointed out that by obtaining soundings so rapidly the course of the trawler could be changed promptly, so that the trawl could be kept from being torn by being dragged over rapidly shoaling depths, the presence of which were promptly recognized by the Fathometer soundings. This was not previously possible, to the same degree, by means of the soundings made by a leadsman, whose help can now be used to advantage in the handling of the net when it is pulled on board.

Capt. Post stated that on his trip made during the week of October 20 he would not have brought in half as many fish as he did, if he had not had the Fathometer. He made the remark that if he were to build a boat himself, the first equipment that he would order would be a Fathometer.



Trawler "Gemma", Capt. S. Post, owned by the John Chisholm Fisheries Co., of Gloucester, Mass.

He was 65 years, 3 months and 7 days old. Capt. Jacobs was born in Floro, Norway. For 35 years he was with the Master Mariners' Towboat Co., and for several years in the same business for himself. He was deputy pilot commissioner of District No. 2 and was well known as a pilot.

Capt. Jacobs was a faithful member of the Prospect St. Methodist Episcopal church for many years. Besides his wife, Amanda (Samuels), he leaves three sons Lorin A., William H., and Morrill, all of this city; two daughters Gladys A., of this city and Una R. of Boston; a brother Abraham, of Amesbury, and two sisters, Maren and Mrs. Lena Kleiven, of Norway.

#### Capt. Post of the "Gemma" Enthusiastic About the Fathometer

CAPT. S. Post, of the trawler *Gemma*, owned by the John Chisholm Fisheries Co., of Gloucester, recently discussed with an ATLANTIC FISHERMAN representative the great usefulness of the Fathometer in actual practice, and it developed that Capt. Post considers the Fathometer of great value to him not only from a standpoint of convenience, but also that of saving time and labor in the operation of the trawler.

He stated that the Fathometer made it possible quickly to establish his position in relation to the fishing grounds, and to keep the trawl operating at the proper depth in rela-

#### Capt. Burgess Saves Gear and Time with Fathometer.

Capt. Reginald Burgess of the *Amherst* says that he believes the Fathometer is one of the greatest helps to the fishing industry and navigation, offered in recent years. One can tell at all times the exact depth, thus saving a great deal of the wear on nets and other gear. For example, if one is fishing on rough bottom at 30 fathoms, and in danger of losing nets, he has only to change his course to, say, 32 fathoms by the Fathometer, where there is still good fishing, and no danger of losing gear. Capt. Burgess believes the cost of the Fathometer can be saved in nets alone in the course of one year. Besides saving gear, the Fathometer saves time. It is a great help to navigation, very simple to operate, and very exact in giving the depth.

#### Capt. Carlson Says It Is a Wonderful Help.

Capt. Iver Carlson of the *Dartmouth* says that the Fathometer is a very wonderful instrument. He has had practically no trouble at all since its installation. Its operation is very simple, one simply tunes in like a radio, and when adjusted, it will give the accurate depth up to 130 fathoms, going at full speed. The correct depth is given by flashes on the clock-like surface of the Fathometer. It is adjusted to the rear wall of the pilot house, where it is in the Captain's sight at all times. It flashes the correct depth every 2½ seconds. It is really an echo from the bottom of the ocean, and after a little experience one can tell by the sound what kind of a bottom he is near. A very wonderful help to fishermen.

## Marthas Vineyard Lobstermen Join Movement for Protective Legislation

### Bluefish Schooling in Large Numbers Haddock and Cod Working Inshore

By J. C. Allen

THE principal news is the success of the move to organize Massachusetts lobstermen, in which the Vineyard did its part. As indicated in the last report from the Vineyard, the lobstermen were more or less hawsed up over the disturbance in the market this season due to competition from down East. The last of September about four hundred gathered at a convention in Boston, and there listened to state and federal officials, both of government and the fisheries association. Their counsel was to organize, and the work of organizing has gone on with such success that by this time very few if any, of the Massachusetts lobstermen are not enrolled in the state body. Acting further on the recommendations made at the convention, the Massachusetts Lobstermen's Association will seek legislation, and other means to protect the industry, and enthusiasm runs high in the organization.

Such success is really remarkable, when it is realized that fishermen, as a whole, are folks that like to kill their own dogfish, and do not as a rule, care much for running in schools and tackling things in a bunch. But they do this time, apparently, and it's good news.

#### Good Catches of Bluefish Taken Regularly

Previous reports have made considerable mention of bluefish, which have returned to our latitudes once more after a quarter-century absence. These fish have continued to run. Large fish, and medium sized, they are schooling all around the Vineyard and very good catches have been made with regularity.

But, the fly in the ointment has been simply that our Island lads have not been rigged for seining and that's the way the bulk of the fish have been taken. Neighbors have dropped in, neighbors who owned nets already hung, and carried off the bulk of the catch.

There is no fault to find with that, but the blues, being cantankerous critters, and prone to dine off anything that has a displacement smaller than their own, scared our regular schools of mackerel, and even the kids missed their usual season of fishing for tinkers. Small blues ran pretty well though, and that made up for the loss of the mackerel, with the juvenile inhabitants of this fluke-tailed county. These little blues entertained some of the older and harder-boiled folks as well, for there was a day, when several dozen long and short-booted, dry-salted sea-skimmers, lined the wharves with rods and lines, only think of it! And they stood or sat and yanked out fish the length of a man's nose, trying to see who could catch the most!

#### Take Good Fares of Haddock and Cod

Right at this time the haddock and cod are beginning to work inshore and a few good fares have been brought in. There is some dragging started under the mainland shore, but the fish haven't run too much.

#### Tautaug Biting Well

The traps caught some scup and butters through October and got a slant at the bonita during a breeze we had, but the fishing was not what might be called hectic at all. All hands blame the warm, calm weather for the peculiar action of these fish, and this brand of hand-lining wound up just after the first of October and the hookers quit to tackle the tautaug.

A few cool days set these fish biting pretty well and the catch has been fair so far as reports can be credited. Markets for tautaug are not what they have been in the past, however, for the real consumers are the people that have been hove on their beam-ends by the slump in the textile industry.

#### Breeze Helps Prices

The breeze didn't do any damage around here, although it blew for over a week and held up a fleet of twelve big steamers just to the Eastward of us on the shoals. There was some disturbance further East however, and it helped the lobster market some, beside driving in a fleet of off-shore draggers and then all prices started for the mastheads.

#### Fine and Heavy Swordfish Taken as Season Ends

Swords ran for about ten days in October, and then settled as far as the Vineyard was concerned, although we heard

of plenty being marketed in Boston after the sea had been cleared of 'em hereabouts. The last trips here were very good for the season and the fish were fine and heavy.

#### Varied Reports from Scallop Beds

It looks like a pretty slim scallop season. Oak Bluffs didn't find anything worth chasing, when their season opened, and the receipts from nearby mainland towns are only about half what they usually are. The scallopers reported plenty of empty shells and dead scallops on the opening of the season. Edgartown, Chilmark and Gay Head have not yet tackled theirs, and report from the grounds vary.

The only point that they all agree on is that there are plenty of small scallops, but as a matter of fact, there is always difficulty in estimating the set in these places because of grass, and this year there is more grass than ever. The slim catch was no great disappointment to Oak Bluffs, anyhow, because those scallopers never expect two good seasons in a row. Good and bad seasons alternate regularly, and last year's catch was good.



Nick Swartz, of Oak Bluffs, Mass., with his boat of many colors, and numerous designs. This is the result of Mr. Swartz's own handiwork and has resulted in his becoming famous. His son is shown with him in the picture.

#### Demand Is Light for Quahaug

Vineyarders, like others, probably, would like to know what has hit the quahaug market. For two years and over it has been pretty well capsized. We have as fine a grade of quahaugs here as can be found on earth, and plenty of them run to necks and cherrystones. But it seems as if the taste for littlenecks has dwindled or something like that, for these shellfish are going slower than old maids' kisses at a church bazaar. One ray of light in the darkness has shown of late, by the resumption of business with our neighbor, Nantucket by the Campbell Soup people. They use plenty of hard clams, mostly the bull-noses, and with the attention of big consumers directed in this general direction, the Vineyard may attract some attention.

#### "Isabelle" Saves "Pauline M. Boland"

The Boston schooner, *Pauline M. Boland*, got on fire thirty-five miles off Great Round Shoal on the second of October. She had 9000 pounds of fish aboard, and her crew left her, expecting an explosion every second. After she had been abandoned, the *Isabelle*, a small boat from Nantucket, raised the *Boland*, and after looking her over a bit, put a line aboard and took her in tow. The lads from the *Isabelle* fought the fire all the way in to Nantucket, and kept the *Boland* afloat,

docking her where the town fire apparatus could get a slant at the flames and put 'em out. The topsides of the *Boland* were pretty badly used up, but the fish were saved in the lower hull and the vessel can be repaired. Some nice little job.

#### With the Vineyard Fishermen

The quiet season hauls close aboard; quiet as far as activities afloat are concerned, for the writing of this report sees the greater part of the lobster gear ashore and in Winter quarters and only a couple of sets of trap gear over the side. Fishing has been up to average during October, reckoned in point of actual weight, but like everything else this year, it has contained a surprise package for every week and two for some of them.

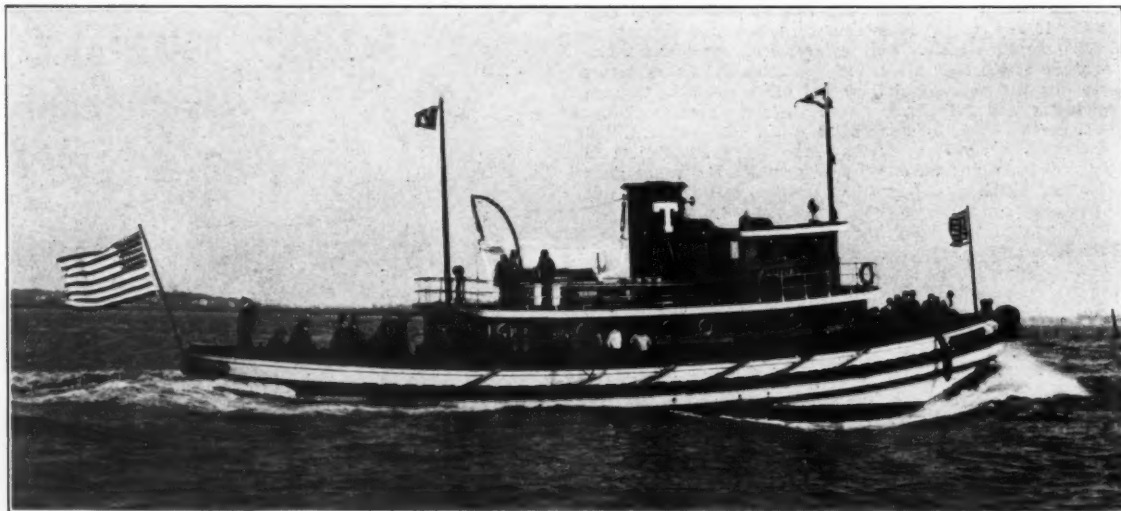
Right in keeping with the sentiment of one political faction, Marthas Vineyard has done its best, with the aid of the elements, to become bone-dry, and it has succeeded far

#### New Towboats for Mystic Steamship Co.

THE new tugboats *Luna* and *Venus* are the latest and most modern development of marine engineering in the largest and most rugged hulls practicable for use in Boston Harbor.

The main dimensions are: length overall 96 ft., breadth moulded 24 ft., mean draft 11 ft. The main power plant consists of 2 Winton Model No. 129, 6 cylinder, 12½" bore by 16" stroke airless injection engines. The normal rated horsepower on each unit is 325 at 300 r.p.m. Each of these engines turns a 213 k.w., 250 volt General Electric generator and a 25 k.w., 125 volt exciter. The driving motor is a G. E. double armature unit, rated 516, total horsepower at 125 r.p.m.

The circulating water, lubricating oil and fuel service to the main engines are handled by Winton auxiliary equipment, driven by G. E. motors. These units are all in du-



The "*Luna*", new towboat recently launched for the Mystic Steamship Co., Boston, Mass.

beyond the dreams and desires of the most rabid supporters of the movement.

Seven months slid to loo'rd, without anything that could possibly pass as a real rain-storm, and the pilot of this column rises to inform the universe that things got pretty darned arid around these latitudes and they are yet, for that matter. The drought has indeed broken, but the perch in the ponds are still swarming across the pastures to drink out of wells, and the eels are running with sunburned hides.

The opening of the wild-fowl season, has brought some of our schooner crews ashore, as per usual. Some of these lads just can't fish when the wild geese holler, and they don't try.

Right now the lobstermen report a band of coots, fifteen thousand strong, lying off Nomansland, and they are all planning to take a day off and go coot-shooting. If they have a successful trip, there is going to be an awful demand for the services of the old-timers who know how to prepare a coot for food.

Nick Swartz, of Oak Bluffs, has produced what Vineyarders claim is the loudest thing in fishing-boats on the Atlantic seaboard. Nick does a little scalloping in the Fall after his work in the fish market drops off. In dabbling with his paint, he became inspired, or something, anyhow, he dressed her up, using about fifteen colors and the Lord only knows how many designs.

There are ducks, geese, gulls and bathing-girls on this skiff, to say nothing of ships, crescent moons and just plain splashes.

Nick did this job just for fun, but when he got it done there was a wild rush of sight-seers to view this marine freak that displays jazz art, modernistic, futuristic and war-time camouflage, all at once. The result is that Nick has already received orders to paint up a fleet of 'em for next year, and he probably will oblige these pleasure seekers if the season doesn't open up too early. Nick's young son is shown alongside the artist.

plicate and each single unit can maintain full service on both main engines. The air compressors are Winton, Model No. 139, 2 stage units. The bilge pump is a Winton worm driven double piston pump with G. E. motor. Both engine room and pilot house control are installed, although, of course, the pilot house control is the one ordinarily used.

On her trial trip, October 17, running free with no tow, the tug *Luna* made 10¼ knots average under 2 engines and generators, and 9 knots average with one engine and generator. When towing or handling the larger ships in the harbor, the *Luna* is doing the work formerly handled by 2 steam tugs. The handling and maneuvering of the boat are reported as perfect, and the precision possible in the operation from the pilot house control is a revelation to the operators in this harbor.

Steering is by means of American Engineering Company electro-hydraulic gear mounted in the after end of the engine room. This steering gear is of the opposed ram type, the rams being actuated by a Hele-Shaw variable stroke reversible pump driven by a 3 H.P. G. E. motor.

The actual installation was laid out and handled by the Walter H. Moreton Corp. of Boston, in conjunction with Mr. Craven of the Mystic Steamship Company, and the Atlantic Works of the Bethlehem Shipbuilding Corp.

The second boat, the *Venus*, will be completed very shortly, and then the Mystic Steamship Company will have the two most powerful tow boats operating in New England waters, if not on the entire East coast, for harbor purposes.

The hull builders for the *Luna* and *Venus* were M. M. Davis & Son, Solomons, Maryland, and Wm. G. Abbott Shipbuilding Co., Milford, Delaware. The architect was John G. Alden of Boston. Batteries are Exide, and Cutless Rubber Bearings are Goodrich.

Capt. J. I. Kemp of the Bethlehem Shipbuilding Corp. and Capt. Frank Foote of the owning company operated her on her maiden cruise.



## Maine Must Certify Shellfish for Interstate Shipment

### New \$50,000 Boat for Bureau of Fisheries Biggest Fisheries Transaction at Boothbay Harbor in Many Years

By Alfred Elden

A VIRTUAL embargo on shipping clams out of Maine has resulted from a recent regulation of the industry by the U. S. Public Health Service. The regulation demands certification by State food officials of shellfish intended for interstate shipment after an inspection of the digging locality by sanitary engineers and bacteriological examinations of the waters and shellfish.

In effect the U. S. Public Health Service asks Maine pure food officials thoroughly to inspect a 3,000-mile coastline and make bacteriological examinations of the waters and shellfish along that vast front. This is obviously impossible on an annual appropriation of \$12,000 to be used in enforcement of all pure food laws. Yet an attempt is being made with the small number of inspectors available.

Furthermore it is considered an entirely useless expenditure of money and energy for no such investigation could be made thorough enough to insure issuance of a dependable certificate as to source and quality of product. Because of this regulation Maine shippers since Sept. 15 when the digging season opened have had either to cease operations altogether or to sell their clams at low prices to Massachusetts operators who have engaged in a "bootleg" traffic, according to A. M. G. Soule, Maine chief of the division of inspection.

On October 25 half a hundred natives of Phippsburg, Georgetown, Bay Point, Popham and other prolific clam flat towns were hard hit with no immediate relief in sight. The inspection of flats from Kittery to Eastport had reached only as far as Yarmouth and it looked as if it would be several weeks before the entire inspection is made and shipment of Maine clams to other states again is permitted.

Governor Gardiner has taken steps to aid in relieving the unfortunate situation that has thrown perhaps 25,000 Maine men out of work, that being the estimated number dependent on the clam shipping industry along the Maine coast. A dozen inspectors are doing the best they can but it is slow work at the best.

#### Fine New Boat for Bureau of Fisheries.

"The finest fisheries boat on the Atlantic coast," said Captain G. W. Greenleaf, of Boothbay Harbor, as he ran the brand new *Pelican* in to the U. S. Fish Hatchery wharf which is to be the home port of the craft. The *Pelican* will take the place of the old *Gannet* which served as the Bureau of Fisheries boat along the Maine coast for many years. In fact Captain Greenleaf sold the *Gannet* to the old Fish Commission 27 years ago and went along with her into the service. A year ago he was assigned to Newport News to supervise the building of the new boat at the Boat Harbor Marine Railway Co.

U. S. Commissioner of Fisheries Henry O'Malley, and Representative Wallace H. White, of Maine, went over the *Pelican* in early October with Captain Greenleaf, after which the latter took her to Maine. Mr. White worked hard to get the \$50,000 from Congress to build the beautiful craft.

*Pelican* is 78 feet long, 18 feet beam with a draft of 7 feet when at full speed. It is powered with a Winton four-cycle, six-cylinder, full Diesel marine engine of the direct reversible type, capable of developing 150 hp. at 375 r.p.m. and of propelling the vessel at an average speed of nine knots. Planned by the Bureau of Fisheries experts for the fisheries service work along the Maine coast, the *Pelican* is sure to mean a lot for the advancement of Maine's salt water fisheries.

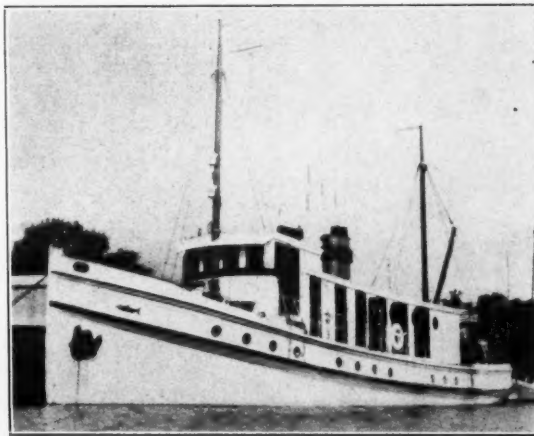
#### John P. Kelley buys New Maine Fish Corporation Plant

John P. Kelley, large stockholder, general manager and treasurer of the Boothbay Harbor Cold Storage Company, has bought the large, modern plant formerly owned by the New Maine Fish Corporation on the East side of Boothbay Harbor. The property includes very large wharves where there are 25 feet of water at low tide, a new cold storage plant, big building formerly used as a sardine factory, ice house,

ice pond and several acres of land. Mr. Kelley made the purchase as a protective measure for his own company and will consolidate the interests of the two. The freezer in the new plant, will be fully completed so as to give a freezing capacity of about 500 barrels of fish daily. All steam operated machinery will be replaced by electrical equipment. The ammonia system will supplant the brine system. While the principal business next season may be fish freezing and ice, eventually the plant will be utilized for handling fish of all kinds, filleting, etc. It is the biggest fisheries transaction that has taken place at Boothbay Harbor in many years.

#### Landings at Three Principal Ports Double in a Decade.

Improved marketing of fish have more than doubled the landings at the three principal ports—Portland, Boston and Gloucester, since 1921, the Bureau of Fisheries reports. In 1921 landings of fish at these ports amounted to 150,000,000 pounds, about the same as every year since the opening of



The "*Pelican*", Capt. G. W. Greenleaf, of Boothbay Harbor, Me., new U. S. Bureau of Fisheries boat.

this century. But by 1929 this had increased to 322,000,000 pounds. In the first eight months of 1930 at the three ports 248,360,201 pounds of fish were landed as compared with 220,352,249 pounds for a corresponding period a year ago.

Marketing fish in packages was started in Boston in 1921 and to this factor and to the development of the quick freezing process the bureau attributes at least part of the increase in fish production. Marketings of packaged fish last year were 84,000,000 pounds of which 85% were haddock. The package system has brought to the fish industry the marketing benefits of exploitation of trade marks. Before the system was adopted there was practically nothing to advertise except in a very general way. Afterward, trade marks were placed on the products of various companies, which began advertising heavily.

#### New Boat by Robert McLain & Son.

Robert McLain & Son, Thomaston, have just launched the largest fishing boat they have yet built. It is 63 x 16 x 6½. The carrying capacity is from 35,000 to 40,000 pounds of fish on ice. While the craft is schooner rigged the chief motive power is a 60 hp. Fairbanks-Morse crude oil Diesel.

#### York Harbor Lobster Fleet Active

While there is comparatively little commercial fishing out of aristocratic York Harbor in Summer, the first of October a fine fleet of a dozen or more motor boats began Winter lobstering. A particularly fine type of boat is used by these York boys. Many of them were built in Nova Scotia and run from 30 to 40 feet in length. Nearly half the fleet are powered with six cylinder automobile engines which when equipped with salt water fittings seem to give these boats all kinds of power and speed.

Flat traps are used exclusively at York Harbor, not only because they are not likely to roll on the bottom, but because they stow so much easier on the boats. The lobstermen set from 50 to 100 traps from five to ten miles offshore for the Winter fishing. The depths around Wood Island are fine fishing grounds.

### Large Herring for Stringing are Scarce.

The Eastport and Lubec smoke houses received rather small supplies of large herring for stringing in October. The silver hake swarmed around Grand Manan and in Passamaquoddy Bay waters and drove the schools out to sea. Some of the smoked herring packers, who have very few fish hanging, express doubt about being able to fill later orders although the present demand is light. Some say that by Christmas the stock will be exhausted. If prices rise to an attractive figure however, there will be an extra effort to supply the trade as has been done in years past, by purchasing the herring elsewhere and boning them at Eastport and Lubec.

### Sardine Season Practically Over.

Late October indications were that the end of the month would find every sardine factory on the coast closed. Most of them finished the week of October 25 and it looked certain that there would be no packing activities in November although the legal season does not end until December 1.



Capt. Dan Mullins sells and ships to many fishing ports, gear, net and twine, and also marine supplies. He handles Grimsby nets and doors. When any of the seafaring men are in New Bedford and look at this building, there is always a smile on their faces, and there would be on yours if you knew Dan Mullins. For he has always been a good fellow and will do anything in his power to help you, if you are in need. He is well known all along the coast for his welcome greetings, and his witty sayings are liked by all. He carries a good stock of supplies, and if he hasn't got what you want, he will put himself out to get it for you on short notice.

Some of the Quoddy sardine packers are setting the total 1930 pack as low as 1,000,000 cases. This is from 50 to 60 per cent of last year's output and one of the shortest packs on record. The shortage is particularly acute in key cans which are certainly less than 50 per cent of last year's pack. Just what reaction the situation will have on prices is open to question, but Eastport and Lubec packers are confident that these will advance and some are talking \$3.50 as their basis quotations for all sales dating from the end of October.

The early closing was necessitated by the rapidly diminishing fish supply which had been unsatisfactory all through October. Most of the late catches were of seined or driven fish and, as such, were naturally irregular. The quality however, has steadily improved. Most packers agree that the work of inspection, which has been most rigid this season, has been a good thing. It is probable that the average quality of Maine sardines has never graded higher than this year.

### Fishermen's Races Recall that Eastport Once Owned Undisputed Queen of North Atlantic.

The interest aroused all along the coast by the fishermen's races off Gloucester has caused some of the older folks around Passamaquoddy Bay to recall that at one time Eastport pos-

sessed the undisputed queen of the fishing fleet of the North Atlantic. This was the crack schooner *William R. Page*, built, owned and manned by Eastporters. She was launched in the late 60s by a syndicate headed by the late Seward B. Hume, and his brother Charles, who were the managing owners, although a number of other Eastport citizens had shares in her. Captain James Nickerson was her first skipper and he sailed her until his death, which occurred during one of her voyages. The late Captain George Hilyard was in command later and until she was lost in the Straits of Canso early in the 80s. The *Page* was named for a Boston relative of the late General Samuel D. Leavitt of Eastport. She could and did, times beyond number, run away from the best that either Lunenburg or Gloucester could produce. If the sardine business had not come along to capture the attention of the Quoddy ports and Eastport had continued building fishing schooners, the Lipton Cup holder might have hailed from Maine's farthest East fishing community.

### Maine Activity.

W. S. Foss, of Machiasport, has put the upper story of his clam factory in readiness for boning and packing smoked herring this Fall and Winter.

I. N. Harris, of Eastport, recently brought in a 26½ pound lobster.

After 33 years of service at various lights Keeper Fred Robbins has retired from Heron Neck Light Station. Andrew Bennett, formerly of Saddleback replaces him.

William H. Raye, recently elected a member of the executive committee of the North American Fisheries Association at its Montreal convention, formerly president of the Sealship Oyster System and still retaining large interests in the oyster fisheries, was originally an Eastport boy.

Victim of a vicious attack by a thug evidently bent on robbing him, John Lemoine, of Swan's Island, a member of the crew of the *Alice M. Doughty II*, was blackjacked on Custom House wharf, Portland, while on his way to his vessel. Shouting for help he frightened the assailant away when assistance was heard coming.

Smelt fishermen at South Bay, Lubec, have been seining fair catches of smelts, selling them at 28 cents a pound.

Everton Gott, a lobsterman of Southwest Harbor received a broken arm while cranking his motor.

Sharks have been very numerous this past Summer and Autumn along the Maine coast. Captain Val Davis, in the Portland gill netter *Elizabeth B.*, found one all snarled up in his gear set on Mistaken Ground. Unable to get the monster free and aboard he towed him in to Portland.

At Hulls Cove, Dudley Sargent found a huge shark in his herring weir and bombarded him for nearly two hours with a rifle before finishing him. The fish was nearly 10 feet long but fortunately did little damage to the weir.

William W. Wells, first assistant at Saddleback Ledge has been promoted to head keeper, with Alamander Alley first assistant.

Superintendent Carl E. Sherman, of the First Lighthouse District, announces new buoys for Saco River fishermen—Saco River bell buoy, in 33 feet, 1,300 yards, 322 degrees from Wood Island Lighthouse; bell buoy is black and white with vertical stripes, skeleton superstructure. Jetty buoy 19, a red, 3d class spar, in 7 feet, 500 yards, 125 degrees from Chase Point tangent.

William Kierstad, of Eastport, engineer on the sardine carrier *America* sustained a broken jaw and severe cuts about the face when the motor he was cranking backfired, the cranking pin striking him a crushing blow on the side of his head.

Captain John Smith, of Stonington, Conn., is having a new fishing boat built at the B. F. Warner yard, Kennebunkport. Dimensions are: 60 x 15 x 5. The motor will be a 72 h.p. Wolverine Diesel. This boat will be a duplicate of the one Warner recently completed for Captain A. Reiter, Greenport, N. Y. Both are square stern draggers.

Darius Gray, oldest employee and veteran boss of the salt shed and fish receiving department of the Bayshore Sardine Factory, at Addison slipped from the wharf in the evening shadows and plunged to the water. He had presence of mind enough to seize a rope as he fell and he was able to hold on and keep his head above water until help in a boat came. He was on the job as usual next morning.

# The "Newfoundland" is Fine New Smelt Season Has Opened at Noank, Connecticut

Seven New Boats Being Built in Maine

New Bedford Items

By John J. Killigrew

THE new schooner *Newfoundland* sailed Monday, October 24th under command of Capt. John Fennessey. This fine new schooner rigged vessel was built at Thomaston, Maine, by Chas. A. Morse & Son, and launched the last of August for Captains John Murley and John Fennessey. She is 92 ft. long, 20 ft. beam, depth 10 ft., has a fish capacity of 100,000 lbs. and accommodations for ten men. She is powered with a 170 h.p. Cooper-Bessemer engine and develops a speed of 10½ knots. The Hathaway Machinery Co. furnished propeller shaft, stern bearing, stuffing box, No. 639-B trawl winch, extra heavy gallows frames, leads, bollards, etc., and fish hoist. She is equipped with Edison Batteries, Kinney clutch and winch drive, Davenport Diesel auxiliary and Kelvin & Wilfrid O. White under lighted compass.

## Seven New Boats for New Bedford Owners

New Bedford is to the front again. Seven more vessels are being built in Maine for New Bedford owners, namely the *Liberty*, the *Eagle*, the *Spray*, the *Goose*, the *Whaler*, the *Mary Roberts* and the *Seabird*. New Bedford types of boats are recommended for the fishing business. Many Boston and New York owners are getting a line on the vessels used here. They are neither too big nor too small, but just the size where money can be made.

## New Bedford Items

The following New Bedford vessels were in port recently with large trips: the *June Neil*, Capt. Bill Sparrow with 45,000 lbs.; the *Friars* with skipper Jacobsen with 75,000; the *New Bedford* with 50,000; the *Martha Murley* with 35,000; the *Robert E.* with 40,000 lbs.; the *John T. Billy* with 80 barrels of quahaugs, the price being \$9.00 per barrel; schooner *Friendship* with 1,000 gallons of scallops, sold for \$2.75 per gallon; the *Virginia E.* with 800 gallons of scallops; the *Chas. E. Beckman* with 750 gallons of scallops; the schooner *Dagny*; Capt. Fred Osterman with 55,000 lbs.

Many vessels are fishing out of New Bedford and taking their catches to New York. Over 200,000 lbs. of flounders were taken out of New Bedford boats at Fulton Market on October 27th.

New Bedford port is taking on the same aspect as New York and Boston, just as many vessels being in here one day recently as there were in New York and Boston.

Flounders are very plentiful, most of the boats bringing in large quantities of these fine fish.

The new schooner *Ruth and Margaret* arrived in New Bedford for Capt. Burt, Tuesday, October 28th.

The schooner *Vagabond* under command of Capt. Smith is one of the high liners out of Boston.

Capt. Mike Smith of the *Julia* is having a 250 h.p. Cooper-Bessemer engine installed in his boat.

Capt. John Murley, owner of the *R. Eugene Ashley*, *Martha Murley* and *Chas. S. Ashley* recently returned from Maine having planned for a new boat there. He is having a new 170 h.p. Cooper-Bessemer engine installed in the *Chas. S. Ashley*.

The *Four Sisters* under command of Capt. Drew is having repairs made.

Mackerel and Lobster Season Closes

Stingaree Captured off Montauk

By Neil Morrison

CAPT. Rollin Rathburn has started the smelt catchers off for the season. In 1½ hours he took 150 smelts. Last season Capt. Rathburn took a total of over 15,000. It has been suggested that a race for the high smelt catch be staged, winner to receive a ten dollar gold piece. Capt. Rathburn aspires to be the "champion smelt catcher of Conn."

## Mackerel Gear Put Away for Season

The mackerel season is now over and the local fleet are putting away their gear to await the next run. The season has not been particularly good for these fish, the fishermen reporting that the mackerel were driven out of reach of the nets by the bluefish. The season has not been a failure, however, for as Capt. R. Bacchiloochi of the *Baby 2nd* puts it, "What we lost on the mackerel, we made up on the bluefish and flatfish."

## Varied Success Reported by Lobstermen

The lobstermen have finished their season and have taken in their pots. Reports are both good and bad, some reporting a poor season while others have taken good catches. Prices, as a whole, were lower than usual and that, in addition to alleged damage to gear by battleships has shaved the profits considerably.

## Capt. Albert Musante Captures Stingaree

Capt. Albert Musante of the boat *Jennie T.* while flat-fishing off Montauk, captured a 300 lb. stingaree. The fish was a monster with a tail 8 ft. long. The stingaree is a Southern fish and it is very rarely that one is taken so far North. It took nearly half an hour to get the big fish on board and it did considerable damage to the net. The stingaree was placed on exhibition.

## Plane Photographs "Roswell P."

Capt. Elbert Palmer of the *Roswell P.* was surprised recently when he received through the mail a picture of himself and his boat, showing several swordfish on the deck, which was taken from an airplane. The *Roswell P.* was fishing 100 miles on Block Island when the plane was noticed flying low over the water. No particular attention was paid to it at the time and Capt. Palmer was very much pleased to receive the picture through the mail. No name was signed to the letter accompanying the picture so the Captain does not know who to thank.

## Another Shark Taken by Capt. Adams

The capture of sharks is getting to be a common occurrence in these waters. Capt. George Adams of the *Grace* recently took an 800 lb. blue, or sand shark, being the second he has taken in a month. George Main, Jr., who is mate of the *Grace* believes that the sharks bring them luck as on the day of the last capture they took fifteen barrels of flatfish.

## "Reliance" Brings in 22,000 Lbs. of Cod

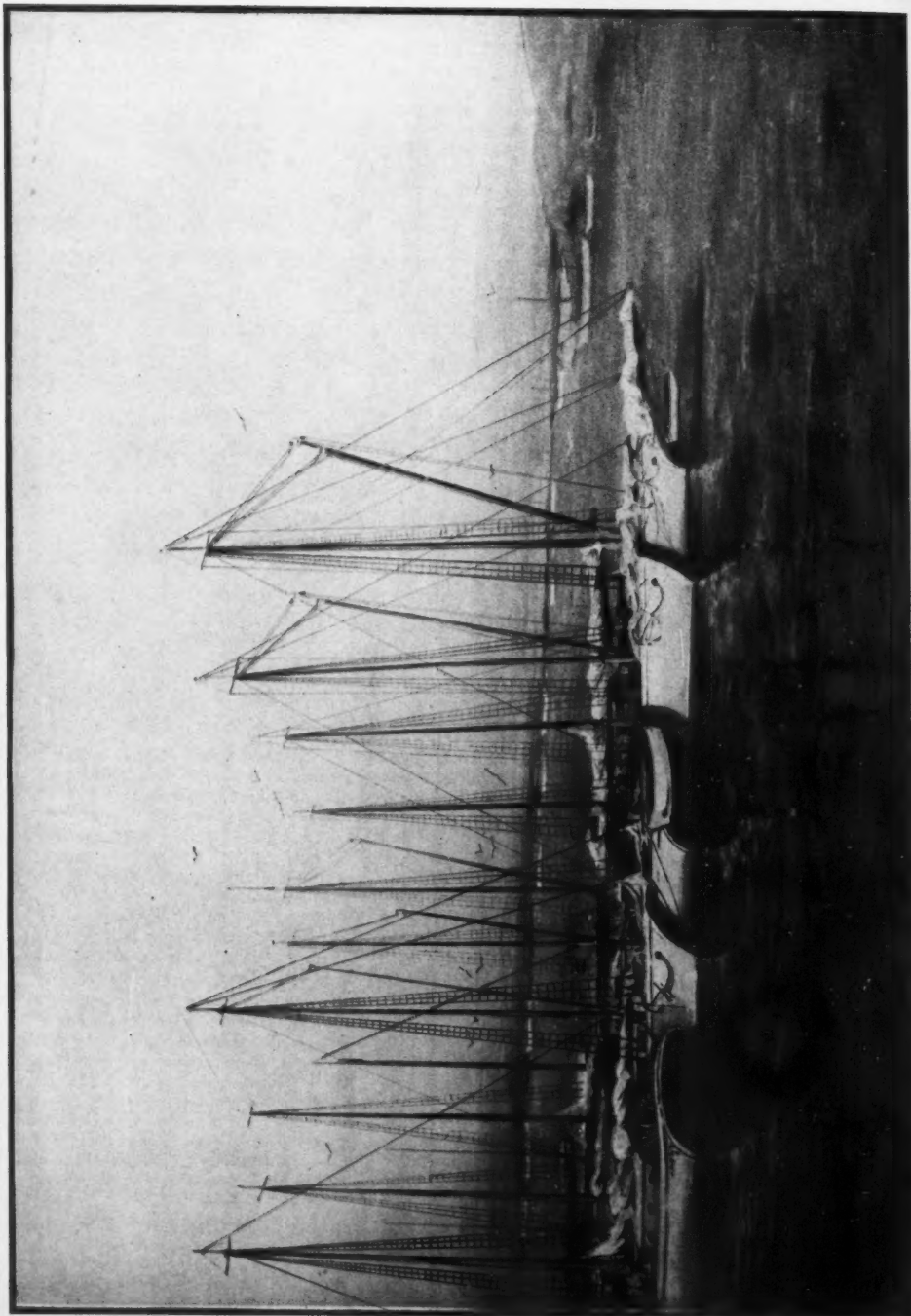
The boat *Reliance*, Capt. Grover Eldreigh, came in from Nantucket Shoals recently, with 22,000 lbs. of cod after nine days of fishing. Capt. Eldreigh reported high winds and some fog. After icing and taking on supplies, the *Reliance* started again for the fishing grounds.



LEFT: Airplane photo of Capt. Elbert Palmer, Noank, Conn., and his boat, "Roswell P.", taken while on a sword fishing trip. RIGHT: Capt. R. Bacchiloochi and crew of the "Baby 2nd", Noank, Conn. Capt. Bacchiloochi is third from left.



ATLANTIC FISHERMAN, NOVEMBER, 1930



BOPE

ALL-WEATHER

"A Mo"

# "AMCO" Trade Mark ALL-WEATHER FISHMAN'S ROPE

MADE OF HIGH GRADE, LONG FIBRE, PURE MANILA HEMP

**DURABLE** **NON-KINKING** **ROT-PROOF**

## ROTPROOF!

Tests to determine just how rotproof different kinds of Rope really are, were made as follows: samples of Best Quality Untreated Manila, Tarred Best Quality Manila, and "AMCO" Treated Best Quality "All-Weather" Manila Rope were buried in the ground for three months, at the end of which time they were removed and tested for tensile strength, which tests showed:

*Best Quality Untreated Manila lost 76% of its original strength.*

*Tarred Best Quality Manila lost 80% of its original strength.*

*"AMCO" Treated "All-Weather" Manila lost but 12% of its original strength.*

This test is conclusive proof that "AMCO" Rope is practically rotproof as compared with other kinds of Rope.

"AMCO" Treated Rope contains no tar or graphite of any kind and is just as dry as and weighs no more per foot than Untreated Best Manila. The treatment remains part of the Rope during its entire life.

On account of its great success "AMCO" Rope is being imitated. To protect you against substitutes every coil of "AMCO" is covered with green burlap and contains an identifying label.

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## Eastern Long Island Scallop Prices Higher Than Usual

"Mary Ellen" Is Striking Example of Modern Dragger

Fish Plentiful as Trap Season Closes

By J. R. Leonard

THE scallop fishermen in the waters of Eastern Long Island have enjoyed higher prices for the month of October than usually have been found. The first of October saw the opening of the scallop season in New England, and a resultant flooding of Fulton Market with Eastern scallops. Prices the first of the month opened up at \$3.00 a gallon, rising as high as \$5.00. The price ranged

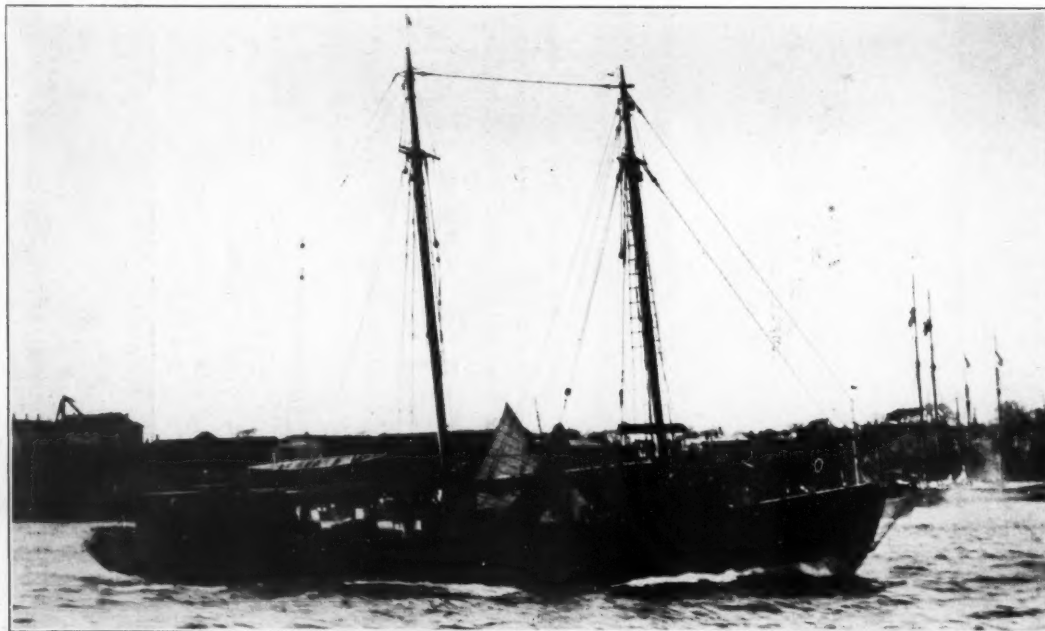
ing outfitted for sea. She was built by Warner in Kennebunkport, Me., 58½ ft. overall; 15 ft. beam, and 6 ft. draft. Powered with a 70 h.p., 3 cyl., 4 cycle Wolverine Diesel engine; Delco 2½ k.w. lighting system; Hathaway Hoister on deck and Household Marine stove. She is to be used in dragging, and is a striking example of a well built, seaworthy craft.

### Trapfishermen Making Good Hauls

Though the trapfishing season is about to close, a few of the firms who still have their traps in were agreeably surprised at the amount of fish taken from their traps. The Long Island Fish Co. brought in 100 barrels on Monday Oct. 20th, and the next day brought in 150 barrels. These catches were of butterfish mostly and were unusual in size for this late in the season.

### Fluke Fishermen Trying New Jersey Coast

Fishermen engaged in fluke-fishing from West Sayville left the middle of Oct. for the New Jersey coast to try their luck.



"Marie and Winifred" owned by Ronald MacDonald & Son, Gloucester, Mass. She is powered with a "Standard" Diesel engine and has New England Trawler Equipment Co. deck equipment, consisting of gallows frames, bollards, sheaves, etc.

from the middle to the latter part of the month, around \$4.50 a gallon. These prices compared with former seasons at this time show an evident scarcity of Eastern scallops.

Sag Harbor scallopers are not finding many scallops in nearby waters, though they feel that a good Northeaster and a few cold snaps will lift the grass that is covering scallops that they feel are on the bottom, but now impossible to get at, because of the grass.

State shellfish inspectors here made numerous visits to scallop fishermen, to ascertain as to the possession of shellfish permits. Numerous visits to opening houses are reported to have been made on complaints of illegal possession of "bug" or baby scallops.

The scallop fleet in Peconic Bay was visited by an inspecting officer from the cutter *Siwash* the third week of October. A gentlemanly officer boarded each sloop and made an inspection as to equipment. As a whole he found them about all with the required equipment aboard, and each scallop fisherman was struck with the pleasant, yet firm manner with which he conducted his investigations.

### New Dragger for Capt. Reiter

A pleasing example of the modern dragger was the presence of the *Mary Ellen* of Greenport, owned by Capt. August Reiter of that village. She was brought from her builders at Kennebunkport, Me., and laid at the docks of the Eastern Gaffga Shipyard Co., of Greenport, where she is be-

### Hand Liners Taking Nice Catches of Bluefish

Nice catches of bluefish were taken by hand liners at Plum Gut and The Race during October. Blackfish or Tautaug were rather uncertain because of the warm weather. The cold snap of the latter part of the month improved that, and if the weather holds should bring the codfish in for an earlier season.

### Fish Disappear As Truck Is Overturned

An amusing but costly incident happened recently in the colored section of Brooklyn, providing a feast of fish for the inhabitants of the neighborhood and much trouble for local policemen. It was reported that a truck loaded with 40 barrels of fish for the Fulton Market collided with a trolley car. The collision resulted in the overturning of the truck and the scattering of the 40 barrels to the winds, or at least something as nearly tangible. Well, when the smoke or the smokes cleared away and the truck was righted, there were but 10 barrels of the 40 ready to proceed on their way to Fulton Market.

### "Eleanor Warner" Has Engines Overhauled

Chris Jensen of Sayville is a busy man about all the time overhauling and repairing or installing engines in craft around there. His services are in very great demand as he is evidently a skillful and able mechanic. He recently overhauled the Diesel engine in the schooner *Eleanor Warner*, hauled out at Bishop's yard in Patchogue.



## United Maritime Fishermen is Material Aid to the Industry Will Test Constitutionality of Trawler Tax "Canusa" to be Year-round Fisherman

By M. Ryan

**S**INCE its organization a few months ago the United Maritime Fishermen has embarked on a stormy career.

Last month saw it play a big part in the negotiations which led to the successful termination of the fishermen's strike at North Sydney. Today it is faced with a situation of even more magnitude, affecting as it does several thousand shore fishermen of Guysborough County.

At a mass meeting of the fishermen of Guysborough County at which members of the executive of the United Maritime Fishermen were present, the grievances of the fishermen were expressed. Members of the Union from fish centers from Drumhead to Canso attended.

Protest of the fish prices which are 45 cents per 100 pounds lower than the Canso prices were made. To make matters worse, the Canso fishermen claim, that owing to the scarcity of fish coupled with the high cost of bait and fitting out, the prices are too low and they are protesting also. A general tie up of fishermen on the whole coast from Halifax to Canso is forecast.

Robert Meagher of Canso, vice-president of the United Maritime Fishermen presided at the Port Felix meeting and he communicated with Dr. Hamer at Halifax by telephone.

The difference between prices paid in Canso and at other Guysborough County ports, Dr. Hamer said, was made up of shipping charges to Canso which he itemized as follows: freight 10 cents; ice, 10 cents; and commission to local buyer, 25 cents.

Dr. Hamer stated that a collection boat used to transport the fish is subsidized by the Dominion Government to the extent of \$1,975 per month and that the fishermen for this reason were protesting more strongly against the charges. They had, he continued offered to look after local buying and shipping at a commission of 15 cents per hundred weight.

Prices paid to Guysborough County fishermen were: steak cod, \$1.30 per cwt.; market, \$1.05 per cwt.; and haddock, \$1.50. At the same time fishermen at Yarmouth and at other Nova Scotia fishing centres were receiving \$2.50 per cwt. for steak cod and haddock.

Only cod measuring 23 inches and over are accepted in Canso as steak, and efforts are being made by Union officials to have this reduced to 18 inches.

Following representations by Dr. Hamer, Hon. E. N. Rhodes, Minister of Fisheries, has given his approval to the request of the Gunning Cove, Shelburne County Local, asking that a bait freezer be erected there. The Government is to pay two-thirds of the cost. Richard Goulden, president, and Arnold DeMingo, secretary, forwarded the request to Dr. Hamer who carried out the negotiations.

Mr. Rhodes has also notified Dr. Hamer that the Department is looking into the request of the Waterside and Cariboo Local asking that a breakwater be erected at the West end of Cariboo Island.

Another event of particular interest in Cape Breton was the assurance given recently to Dr. Hamer by Hon. E. N. Rhodes that no changes are contemplated in regulations governing salmon fishing at the mouth of the Margaree River. Dr. Hamer took the subject up with the Minister following representations from the Margaree Harbor Local that there was some agitation to change the ruling so that nets could not be set at a distance of less than two miles from the mouth of the river on either side, so as to leave the way more open for salmon to proceed up the river.

Present regulations do not permit the setting of nets at less than one-half mile from the river mouth. The suggested change would eliminate 14 holders of fishing berths from the salmon net industry. These berths in question have been used by fishermen for the past 50 years. Objections to any change were forwarded to Dr. Hamer by John D. Doucet, president, and John P. Aucoin, secretary of the Margaree Harbor Local. The local also unanimously passed a resolution congratulating Hon. E. N. Rhodes on his recent appointment.

Dr. Hamer reports that the United Maritime Fishermen is progressing rapidly. It has since its inception been of

material aid to the shore fishermen and shows promise of vastly increasing its usefulness. Amidst his other numerous duties Dr. Hamer is busily engaged in promoting quantity buying for the fishermen which it is expected will result in the saving of thousands of dollars. He has recently made his headquarters in Halifax.

### Trawler Tax Question to be Presented to Supreme Court

Hon. E. N. Rhodes, Minister of Fisheries, announced at Ottawa on October 2, that steps had been taken to adjust one phase of the troublesome trawler question in Nova Scotia.

Instructions have been given by him to the Department of Justice to take action against a Halifax Company, for the collection of \$61,000, the sum by which the company was in arrears in respect to the new trawler tax. More than once, it was stated, the company had been asked to make payments, but in each case the company refused, contending that the legislation passed by the Federal Parliament, two sessions ago, for the supervision and control of trawlers was *Ultra Vires*, and the company has retained Hon. Newton Rowell, of Toronto, to present their case.

It is known that other eminent lawyers hold that the legislation is *Ultra Vires*.

The desire of the Department is that this question of the constitutionality of the legislation should be determined at the earliest possible date, and it is the intention of the Minister of Fisheries to have the company prepare and submit a stated case and the issue will be presented to the Supreme Court of Canada for hearing as soon as this can be conveniently arranged.

The tax in dispute is one cent a pound on trawlers not built in Canada for cod, haddock and halibut, and 2-3 cent a pound for trawlers built in Canada.

### New Schooner "Canusa" to Fish All-Year-Round

Representing a new departure in schooner construction the new auxiliary schooner *Canusa* reached Halifax early in October on her maiden voyage from Lunenburg. History was made with her launching for Captain George Himmelman, master, plans to sail her fishing off Nova Scotia all-year-round without a break, something which has never been accomplished by a Nova Scotia schooner before. Winter gales of January and February have seen even the staunchest of the fleet laid up.

On her first fishing voyage the *Canusa* ran straight out into a terrific storm and on her return hauled only for a few thousand pounds of fish and reported minor deck damage.

On her next fishing trip out of Halifax the *Canusa* landed a fine fare of 78,000 pounds of mixed fish. Her master and crew were loud in their praise of the new vessel.

The *Canusa* holds the honor of being the largest fishing vessel ever built in Nova Scotia and is 111 tons register and

(Continued on Page 29)



Dr. Richard Hamer, Ph.D., M.A., B.A.,  
Central Secretary-Treasurer of the  
United Maritime Fishermen.

## New Crew for C. G. Fisheries Patrol Boat "Phalarope"

### Bounty Granted Charlotte County Fishermen

#### Shediac, Buctouche, Grand Manan and Prince Edward Island

By Chester A. Dixon

THE Canadian Government fisheries patrol boat *Phalarope* which has its base at Welchpool, Campobello, and which boat serves the Counties of St. John and Charlotte, was taken to St. John, recently, to undergo repairs at the St. John Iron Works. The repairs were of a minor nature, such as those to the rudder post, whistle, etc.



New auxiliary schooner "Canusa", Capt. George Himmelman, of Halifax, N. S. Designed by O. B. Hamm and launched from the yard of J. Ernst & Son, it is claimed she is the largest fishing vessel ever built in Nova Scotia. She is 111 tons register and 203 tons gross. She is powered with a 270 h.p. Cooper-Bessemer engine.

With the exception of one man, the *Phalarope* has a new crew all around, due to the recent change in the administration at Ottawa. Captain Arthur Mitchell, Engineer Henry Calder, and Mate Charles Cline all of Welchpool, were reinstated in office, having held the above mentioned positions under the Conservative government for several years, losing their jobs when the Liberals assumed office about eight years ago. The cook of the *Phalarope*, Wilfred Alexander, also of Welchpool, retained his position, due to the fact, it is said, that he was a returned soldier. The *Phalarope* has been under the command of Capt. Hebert Kelley in recent years, with "Gint" Mitchell as engineer and Harry Calder as mate, and has but recently been converted from a steam driven craft to a "crude oiler". The new commander and his crew are all experienced men and, doubtless will give a good account of themselves in the Fisheries Patrol Service. Supervisor of Fisheries John F. Calder and Inspector of Fisheries F. A. Batson are also located at Welchpool.

#### Bounty Granted on Sardine Herring

The fishermen of Charlotte County recently received the long looked for bounty of \$2 a hoghead on sardine herring sold to Canadian plants for the manufacture of fish meal. Connors Bros., Ltd., of Black's Harbour, N. B., bought practically all the fish used for the above named purpose, in addition to immense quantities of sardines for canning purposes. The price paid for sardines ranged from \$5 to \$10, and for fish meal \$1.50, which in addition to the

government bounty brought the herring used for fish meal purpose up to \$3.50 a hoghead landed at the factory. Connors Bros. handled as high as 200 hogheads of herring in their fish meal plant every day, in addition to the waste from the sardine factory. The government bounty was granted for a period of six weeks to tide the fishermen over an extremely trying situation, largely due to the American sardine factories being closed in the best of the fishing season.

#### Trucking of Live Lobsters Is New Experiment

The lobster fishing season at Shediac and vicinity closed the 15th of October. The season's catch, starting from Aug. 16th, was pretty good, or as one fellow put it, rather too good for the buyers, who face poor marketing conditions. Both buyers and fishermen were dissatisfied with the trade and the consumers were apparently the only class that benefitted by the prevailing conditions. Lobsters for canning purposes sold for four or five cents a pound, from first hands, and large live brought from seven to eight cents.

Immense quantities of live lobsters were trucked from Shediac to St. Andrews, N. B. for the R. J. Conley Co., Ltd., of St. Andrews, this one firm alone handling well over 100,000 pounds. The trucking of live lobsters from long distances is a recent experiment which has revolutionized the lobster business in Southern New Brunswick. It takes about eight hours to make the trip from Shediac to St. Andrews and Mr. Conley stated that the lobsters arrived in good condition. The firm reships these lobsters as far West as Winnipeg, and does an immense trade with other Canadian cities. The R. J. Conley Co., Ltd., has a large lobster pound at Bain's Island, Charlotte County, and always have a regular supply of shell fish on hand the year round. Shediac lobsters are also bought by the B. H. Wilson Fisheries of Eastport, Me., which firm has several lobster ears at Chocolate Cove, N. B. Capt. Heber McNeill of Chocolate Cove buys the lobsters from local fishermen during the open season, and the enterprising captain runs sardines for the E. A. Holmes Packing Co., of Eastport, during the closed season on lobsters, thus securing a pay-day regularly the year round.

#### Many Oysters in Buctouche District

Unusual quantities of oysters were taken in the Buctouche district this season. Hundreds of boats were engaged in this branch of the fishing industry at Cocagne, Little River, and Buctouche River. The prices paid were the highest in recent years, the mollusks bringing \$4.50 a barrel. The individual landings, some days, according to reports, reached as high as four barrels to a boat. The quantity taken at all the above named places was exceptional, and one buyer at Buctouche said that he had paid out approximately \$1200 a day to the fishermen. The three buyers at Buctouche alone handled between 500 and 700 barrels each day. Many people, even fishermen of other sections of New Brunswick, are unaware of the extensive operations carried on by the oyster fishermen of Buctouche and vicinity.

#### Grand Manan Lobster Season Opens Nov. 15

There will be approximately 50,000 lobster traps dumped into the waters surrounding the Grand Manan group of islands, Nov. 15, the opening day of the legal season. Every lobster fisherman has to procure a license from the Canadian government each year before he can pursue his shellfishing activities. The lobsters caught around Grand Manan are of excellent quality.

#### Herring Pack Will be Short at Grand Manan

There are no stringing herring being caught at Grand Manan at the present time, and the pack will be way below normal this year, due to the fact that the fish lasted only two weeks this season. The pests of the sea, the silver hake, again swarmed along the shores and routed the herring from their usual haunts. Many Grand Manan fish dealers deferred putting up any herring the first of the season trusting to a good run later, and when the herring suddenly flunked out, it was somewhat of a surprise. The resultant shortage in the pack will be quite heavy. This shortage, however, may act as a blessing, in that prices for the manufactured product may be stabilized or enhanced, and everyone will be benefitted in the long run.

#### Mackerel Plentiful at Prince Edward Island

Mackerel have been very plentiful at Prince Edward Island, the fishermen at East Point and other places taking well over a thousand a day.

## Yarmouth County Boatbuilders Active

### Twelve Monster Fish Washed Ashore at Meteghan

#### "A. W. Longmire" Rides Out Storm

By the Lurcher

THE Melbarlena Fish Company, Limited, of Yarmouth has just closed a contract with Mansfield Ross and Robert D. Butler for the construction of two motor vessels to be used in connection with the firm's operation in the fish business at this port. The vessels will measure 52 feet in length and 13 feet wide. Each boat will be fitted with a fifty horsepower motor and are to be ready for the early Spring fishing. These boats will be built in what is known as the Old Butler Boat Shop at Yarmouth South from which, in the years when yachting was in vogue in this port and Yarmouth, claimed a real live yacht club, several fine craft being put afloat from it. It was afterwards used by d'Eon Brothers who built several fine motor boats for fishermen in various parts of this province.

Pembroke, in this county, recently saw the launching of a fine new fish boat which was built for Arnold Cushing, of that place, and Charles Veniot, of Yarmouth. The vessel measures sixty-seven feet in length, by fifteen feet wide, and is fitted with a forty horsepower, four cycle Lathrop motor. This craft will be used for fishing in season and, at other periods of the year, for freighting along the shores.

E. Atkinson and Sons, the widely known boat builders of Clark's Harbor, C. S. I., have just completed and launched from their shops at that place a fine large boat for Capt. Alexander Phillips, Jr. The vessel measures 56 feet in length, 17 feet wide and about seven feet deep. She will be fitted with a forty-five horsepower motor and it is anticipated that the craft will have a speed of about twelve knots. The vessel has a carrying capacity for about 35,000 pounds of ice fish and will be under charter to the Department of Fisheries, at Ottawa, as a fish collecting boat between Port LaTour, Shelburne County, points on Cape Sable Island and Yarmouth. The vessel has been named *Col. Harrington*, after Nova Scotia's Prime Minister.

#### Huge Fish Washed Up by the Sea.

During a recent heavy Easterly and Northeasterly gale which swept these shores, twelve immense fish, which some people called whales, others horse mackerel and others thought were just plain blackfish, came ashore near Meteghan about thirty miles from Yarmouth. It is supposed that they were washed in over the bar by the great sea which was running at the time, stranded at low water and were washed upon the shore at the next highwater. The largest measured thirty-two feet in length and weighed over two tons. It required three yoke of oxen to haul the great fish up on the land. Residents cut the fish up and some of the flesh was used for fox feed, while other portions were tried for the purpose of securing the oil it contained.

#### "A. W. Longmire" Again Proves Seaworthiness.

The fresh fishing schooner *A. W. Longmire*, Capt. Simon Muis, owned and operated out of this port by Austin E. Nickerson, Limited, received a severe drubbing when fishing on Brown's Banks during the recent heavy Easterly and Northeasterly gale. When the storm broke the vessel was fishing about sixty miles Southwest of Cape Sable Island and, owing to the direction from which the gale came, it was quite out of the question for Capt. Muis to attempt to make land. The *Longmire*, a very ably built craft, was forced to ride out the storm and in so doing again proved to be the wonderful seaboat she really is. The craft held on to its anchor for several hours when the cable parted and the vessel was adrift. Capt. Muis immediately put the schooner before the gale and let her run for several hours until it moderated sufficiently to allow him to haul her off for Yarmouth. During the storm huge seas broke over the craft almost submerging the vessel and, had it not been for the exceptional able construction of the *Longmire*, the results would have been tragic. As it was the dories as they were nested on the vessel's deck were badly smashed and the deck oil tanks were also started causing them to leak. The sails were also more

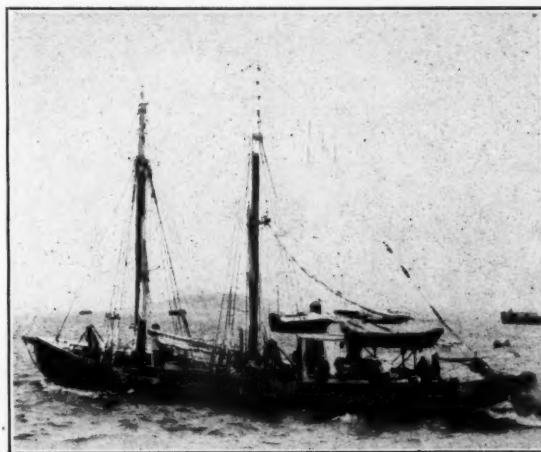
or less torn and the vessel was held in port for some days effecting repairs. Notwithstanding the severity of the blow the *Longmire's* crew managed to do a little fishing and on arrival in Yarmouth took out 3,500 pounds of halibut and 10,000 of other fish all of which was purchased by the vessel's owners.

#### J. R. Poole Company, Ltd., Charters "Linton"

The J. R. Poole Company, Limited, of Yarmouth South, has chartered the motor vessel *Linton*, Capt. Richard, to go to three ports in Eastern Nova Scotia and load pickled fish for this port. The *Linton* will take on cargo at Queensport, Grand Etang and Cheticamp and will bring a total of 300,000 pounds of fish to Yarmouth.

#### Interesting Craft Visits Yarmouth

A craft, rather unique in model and built of steel, is lying in this harbor in which its owner and master, with two companions, planned to cross the Atlantic ocean. Capt. Joe Lebbeck, who skippers this vessel said that he was bound from Branson, Michigan, and his destination, firstly, was Ireland,



"Herbert Parker", Gloucester, Mass., Capt. Robert Surrette, managed by Capt. Joseph P. Mesquita, which has recently changed over from dragging to line trawling. She is powered with two Fairbanks-Morse 100 h.p. engines, and is equipped with 16 cells KTWS 17 Willard Batteries.

while eventually he expected to reach Germany, his native country. He has for several years been working in America and is an expert tool maker and for the past few years was in the employ of the Ford Motor Works and also the General Motors. The *Karf-3514*, which is the name of the little vessel, is 30 feet in length and is completely housed, affording Capt. Lebbeck and his two companions very comfortable quarters, while the boat also has storage capacity for general supplies and 900 gallons of gasoline. *Karf-AS514* left Branson about five weeks previous to her arrival at this port and came via the Erie Canal and the Hudson River to New York, then skirted the shore until he reached Portland, Maine. The *Karf-AS514* is powered with an eighty horsepower Universal motor. From Yarmouth he intended to head for Halifax and St. Johns, Newfoundland, and from that port he planned to make a start for the coast of Ireland. However, due to some delay Capt. Lebbeck is now planning to haul his craft out at this port and let her stay here until Spring.

#### Capt. Crosby's Record Remarkable

Capt. Frank K. Crosby, master of the Boston and Yarmouth Line steamship *Yarmouth*, and O. H. Brown, chief officer of that ship, are now enjoying well earned vacations. The former is spending his at his home at Swampscott, Mass., while the latter is hunting in the woods of Maine. These vacations are exceedingly well earned for during the months of June, July, August and September they were, with the exception of one night per week, every night at sea, while the record which Capt. Crosby made in punctuality in the docking of his ship either at Boston or at this port was a remarkable one.



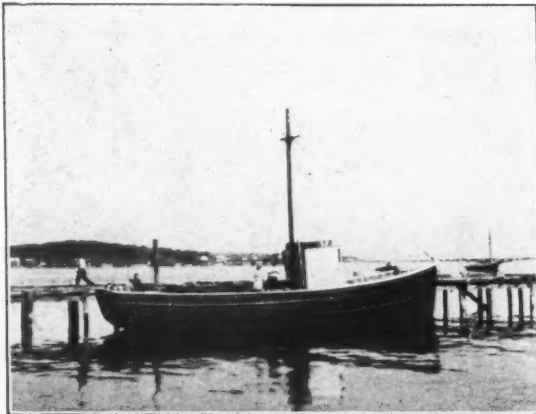
## Want Saint John-Boston Steamship Service Continued

### Prince Edward Island Expects New Markets for Lobsters

### Eel-Grass Picking Furnishes Opportunity for Fishermen

By M. E. McNulty

THE fishermen of the New Brunswick and nearby Maine section of the Bay of Fundy are again without direct water transportation to Boston market. The steamship company which operates between Boston and St. John, touching at the Washington County, Me., ports of Eastport and



New dragger "Mary Ellen", Capt. August Reiter, of Greenport, N. Y. Built by B. F. Warner, Kennebunkport, Me., and outfitted by Eastern Gaffa Shipyard Co., at Greenport, N. Y. She is 58½ ft. overall; 15 ft. beam, and 6 ft. draft. Her equipment includes: Delco 2½ k.w. lighting system, Hathaway Hoister on deck, and a Household Marine Stove. She is powered with a 70 h.p. Wolverine Diesel engine.

Lubec, discontinued the service on October 11. In order to ship by water to Boston, outside of schooners, the fishermen and fish dealers and curers must send their fish to Yarmouth, by a steamer plying between St. John and Yarmouth, and thence by a regular steamer service to Boston. Strangely, the service between Boston and Yarmouth is continued all the year, by the same company which cuts off St. John, Eastport and Lubec before the middle of October, and keeps these ports without a service to and from Boston until not earlier than the middle of May, and sometimes, the last of May. The dropping of the service works a hardship on the fishing interests, making it necessary to ship to Boston by rail, if not using the roundabout route via Yarmouth.

#### Would Have Government Arrange Lower Duties on Lobsters

The Prince Edward Island lobstermen are expecting the Dominion Government to open new markets for lobsters trapped off the shores of the Island Province. They point to the success of the Newfoundland Government in arranging with the German administration for a big reduction in the duty on lobsters going into Germany. This year, the Newfoundland lobsters were going into Germany at 25 per cent of the duty enacted on Canadian lobsters. Thus it was that the German demand for the Canadian lobsters was about nil, the Newfoundland fishermen getting practically all the market.

#### Eel Grass Picking Wou'd Be Profitable Spare Time Work

That there is an opportunity to pick eel-grass, for the Boston market along the New Brunswick shore of Fundy, as well as the Nova Scotia shore, is the opinion of some veteran fishermen. They point out that nearly a thousand bales of eel-grass were shipped from the Yarmouth section this year to

Boston. The J. S. Cabot Company, of Boston, have been buying practically all the grass, all of which has been secured by fishermen in their spare time from their fishing. There is plenty of this grass along the New Brunswick side of the big arm of the Atlantic.

#### Completion of Breakwater and New Wharves Promised

During the election campaign in Northumberland County, N. B., promises were made that if the candidate of the opposition was elected, and the opposition were winners of the general election through Canada, the breakwater at Escuminac would be completed; landing wharves for fishermen would be built at Bay du Vin and Bay St. Anne. The finishing of the Escuminac breakwater would be a boon for the fishermen of that section, and also the two wharves mentioned. It is to be hoped that the promise will not be forgotten. It was also promised that there would be no government discrimination against the drifters of the Miramichi, who, for the first time, got something worth while, this year.

#### Frozen Squid Imported from Boston

Frozen squid had to be imported from Boston cold storage plants by the Quoddy Islands fishermen, in going after the pollock. The fresh squid were unusually scarce, and, as the pollock refuse to bite for the herring at this time of year, the cold storage squid had to be imported from Boston. In return, the pollock have been salted, and will be shipped to Boston market, chiefly by the Island fishermen. However, some of the pollock were shipped out fresh, or sold to buyers who called at the Islands in their boats from Eastport, St. Andrews, St. John, etc. When fresh, the pollock have been bringing about a quarter each. As the pollock have been scarce all through the year, most of the men went after them during the Fall runs.

#### Fishermen Not Represented on St. John Harbor Board

It was thought that somebody with contact with the fishing interests would be appointed to the new harbor board at St. John, but none of the three appointees come under this heading. W. E. Scully, chairman; B. M. Hill and R. T. Hayes, were retired by the new Ottawa government, and were replaced by H. C. Schofield, chairman; F. T. Lewis and T. Nagle. On the retired trio, Mr. Hill is a director of the Connors Bros. Ltd., of Black's Harbor, fish packers, and made a sales tour of the far East for that firm about two years ago. Membership on this harbor board is a spare time job, with the members doing their own business and that of the port, too.

#### The St. John Section

George Caffery of Mace's Bay, is reported to have been making satisfactory hauls of line fish, from his boat, during the Fall.

Morton MacLaren, of MacLaren's Beach, N. B., says he considered his stay at the beach, where he has a weir, was near the end for the season, when Bob and Bill Murphy, ceased to appear for their daily swims in the icy water of the bay. Mr. and Mrs. MacLaren are moving to their Winter home in Carleton, (West St. John), but will be back at the beach early next May, for the weiring.

H. P. Smith, of Bay du Vin, has returned there after engaging in lobster fishery in the Cape Bauld section of Northumberland Strait, for the season. Mr. Smith had been motor-ing back and forth from his home during the season for Sundays.

The *Helene McColl*, gas and sail, which is skippered by Capt. Grew, has been taking cargoes of fresh fish from St. John, to Eastport, for drying and salting there.

Thad Dakin, of North Head, is reported to be well satisfied with his new boat which he has named the *Ronnie K*. The boat is said to be well powered and to be sturdy enough to stand almost anything in the shape of a blow or heavy sea.

Although they have been trying hard, the fishermen around the Fundy mouth, have been unable to beat the record of Hal Green of Wood Island, in halibut catching. Mr. Green pulled up a 200 pounder not long ago while in his boat off the Island. The fishermen of the Island and the bigger Grand Manan, have been considering Hal the luckiest man of the year around those parts. He marketed the fish at Eastport.

Small herring, too large for canning and too small for marketing to advantage, were very plentiful for several weeks around St. John harbor including Courtenay Bay. Most of the fish were given away, or cured by the fishermen for their own use.

## Application for Fall Lobster Season Fisheries Exhibition and Fishermen's Reunion is Marked Success

### Arthena Marie Fishing Plant Destroyed by Fire

### Dogfish Cause Much Damage to Gear

By Cecil Boyd

THE recent application made to the Department at Ottawa for a short Fall lobstering season, a month or six weeks, to help out the local situation, was not granted. Considering all things, including the several very severe Northeasterly storms which October brought to us, and which would undoubtedly have meant the destruction of much valuable gear, it is probably just as well.

Ward Fisher, of the Department of Fisheries, and D. H. Sutherland, Fisheries Inspector, Pictou, visited Canso, Whitehead and other places along the shore looking into conditions. At Canso, they met the Fishermen's Federation, and listened to the request for a Fall lobster season. The reasons given for refusal were the fact that all the lobster fishermen were not anxious to engage in it, the low state of the lobster market at the present time, the conservation of the fishery, it being the opinion of the Department that the industry, as a whole, would be seriously injured by a Fall season, and the danger of destruction of gear.

### Ingonish Fishery Plant Destroyed

The Arthena Marie Fishery plant at Ingonish, Cape Breton, was totally destroyed by fire of an unknown origin early in the morning of Oct. 18th. The loss is estimated at approximately \$100,000, which includes \$7500 worth of salt cod and mackerel, a carload of fish box shooks, gasoline engines, gear, oil clothes, a lighting plant, and 600 one-hundred-gallon puncheons. Sylvester Dunphy, of North Sydney, N. S., Managing Owner, is the chief loser. Machinery for the new fish-meal plant, which had arrived a few days before, was saved. Three wharves in the vicinity were undamaged, and on one of these, temporary facilities will be at once provided to take care of the regular catches of the fishermen.

### Dogfish Destroy Food Fish and Gear

The state of the fishing industry in this country at this time and in fact during the past month and Summer, must be one of pronounced depression and hard times. Fish of all kinds have been unusually scarce, that is, fish of all profitable kinds, for there has been an over-abundance, a "too much plenty", as the Frenchman said, of one species, the detested, destructive dogfish. This hungry member of the shark family may have a useful place in the scheme of creation, but when he swarms over the fishing grounds along the coast, destroying the valuable food fishes as well as nets, trawls and other gear, at the same time wreaking injury on the fisherman's livelihood, it is hard for the latter to appreciate just what that place is.

### Heavy Gale Damages Fishing Craft

On Saturday evening, Oct. 4th, a heavy East to North-easterly gale sprang up, which lasted several days, and did some damage along the shore. In Canso harbor, Clifford Goodwin, a Canso man, lost his motor fishing boat, which was totally smashed up. Albert Dort also lost a small boat, and Capt. Sam Mason had the stern of his big fishing boat damaged. At Whitehead, the fishermen had a hard struggle to save their boats, and in spite of their efforts, one was lost, that of Alfred T. Munroe. She broke from her moorings and was smashed on the beach to the extent that repairs were impossible, and the owner will have to build a new one.

The big storm broke in two the wrecked Norwegian steamship *Spica*, which had been hard and fast on Cerberus Rock, off West Arichat, C. B., since late in August, when she picked up there in broad daylight while bound through the Strait of Canso. The fore part of her sank by the rock, while the after section floated towards the middle of the Strait, and becoming a menace to navigation, was reported to the Marine Department. As a result, the C. G. S. *Lady Laurier* came from Halifax and removed it.

### "Haligonian" is Keen Competitor of "Bluenose"

### Lunenburg Catch is Below Average

By H. R. Arenburg

THE second annual Fisheries Exhibition closed with a record attendance. The Exhibition was a marked success and the week of the Fishermen's Reunion provided everything that could be expected as a week of home coming, sociability and relaxation for the fishermen.

The Lunenburg Foundry exhibit contained a novel and highly interesting feature. It depicted a miniature fishing



"Betty 485S" owned by W. E. King, of Scvern, v. a. She is powered with a 10-12 Palmer engine and is used in the Chesapeake Bay area for crabbing. Photo courtesy of The Norfolk-Portsmouth Advertising Board.

schooner in action, trawling on the banks. It was designed by Mr. A. W. Schwartz, Vice-President of the Lunenburg Foundry Company, Limited and he is to be complimented on his work. The idea was splendid and it received first prize as the best special original exhibit.

The booths of W. C. Smith and Company, Limited, and their allied companies, Lunenburg Sea Products, Limited, and Lunenburg Coal and Supply Company were, as last year, excellent. It was the most extensive and practical fisheries exhibit in the building and received first prize as such.

The Department of Marine and Fisheries took a greater interest this year, due, no doubt, to the inspiration they received from the show last year. The exhibit, which attracted a great deal of attention had as a background a large map of the Dominion of Canada, thirty-two feet long, which showed the principal fishing grounds, both sea and inland, together with the sites of the Dominion fish hatcheries. There were on display fish specimens prepared by the Fish Culture Department of the Department of Marine and Fisheries, and a model of a fish hatchery. There were also on display, in tanks, a number of varieties of fresh water fish. The exhibit was quite interesting and instructive.

Zwicker and Company, Limited, Edward Zwicker and Sons, New Germany, Robin, Jones and Whitman, Dauphinee Bros., and J. F. Creaser Co., Ltd., of La Have had most appropriate

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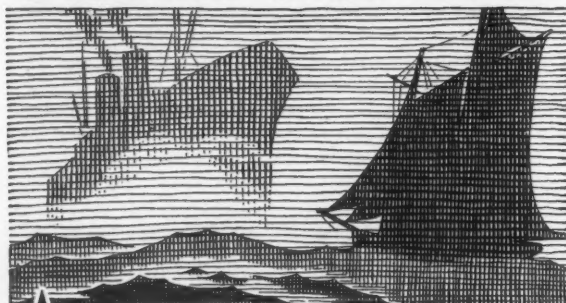


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# RANGES

exhibits and showed Lunenburg products to good advantage.

A number of outfitting firms, including E. K. Spinney of Yarmouth, William Roberston & Sons, Halifax, Silvers Limited, Halifax; Consumers Cordage Co., Dartmouth; Amco Rope Co., Boston; Brandram-Henderson, Ltd., in conjunction with Powers Bros., Ltd., and Nestles Milk had all good exhibits of materials used in the fishing industry.

The Boston Insurance Company and Dale & Co., insurance brokers, were represented by booths, and there were several local booths displaying attractively the goods on sale by the merchants of the Town of Lunenburg.

## "Haligonian" Shows Racing Speed in Schooner Race

One of the outstanding events of the Fisheries exhibition was the fishing schooner race. The contenders were the *Margaret K. Smith*, the *Haligonian* and the *Alsatian*, with the *Bluenose* trailing the racers.

The race was well contested and it showed that the *Haligonian* had real racing speed, so much so that she is again in the picture as a contender against the champion *Bluenose*, so that the schooner race was not only a good event but it has stirred up a bit of controversy which is likely to bear fruit in the future, and which will make for keener competition.

For the first time in her existence the *Haligonian* had a chance to show her stuff. Her sails were well trimmed and with a bone in her teeth she pointed for the finish line covering the twenty-eight mile course in four hours, nineteen minutes and thirty seconds. The *Bluenose* followed eight minutes later covering the course in four hours, twenty-seven minutes and thirty seconds; the *Margaret K. Smith* in four hours, and thirty-six minutes, and the *Alsatian* in four hours and fifty-six minutes.

The *Haligonian* was sailed by Captain Moyle Crouse, the *Bluenose*, by Captain Angus Walters, the *Margaret K. Smith*, by Captain Harry Demone and the *Alsatian*, by Captain Har-old Corkum.

## Lunenburg Catch Shows Decrease

The closing of the 1930 fishing season showed a decrease in the catch of the Lunenburg fleet. Compared with 1928 the landed value of the catch shows a decrease of over a million dollars, and is less by a half million dollars than the landed value of the 1929 catch. The total quantity of fish landed from the three trips during the 1930 season is 140,780 quintals as compared with 210,050 quintals landed in 1929, a decrease of 69,270 quintals. Not only was the aggregate catch affected by this decrease but the average catch per fishing schooner was much smaller, with the result that the returns to the fishermen was very greatly reduced, and there will be few dividends paid out to the shareholders. The prices paid this year compare favorably with the prices received for the 1929 catch. In 1929 the frozen baiting fish brought \$7.50 per quintal, \$7.00 and \$7.50 per quintal was received for the Spring fish and the Summer fish were sold at \$8.50. This year the returns were \$7.00 and \$7.50 for the frozen baiting fish, \$7.00 for the Spring, and it is expected that the Summer fish will bring a slightly higher price than last year. None of these latter fish have yet been sold.

The highliner for the season was the schooner *Shirley B. Corkum*, Captain Foster Corkum, with 3,450 quintals for the three trips. The second schooner was the *Marion and Gladys*, Captain John Mosher with 3,175 quintals for the three trips, which was closely followed by the schooner *Pauline Winters*, Captain William Corkum with 3,150 quintals. None of these schooners are equipped with engines. The schooner *Harriet and Vivian*, engine equipped, landed 3,000 quintals on two trips. Before going banking in the Spring the *Harriet and Vivian* made a fresh fishing trip and after the banking season was concluded, she again went on the banks fresh fishing.

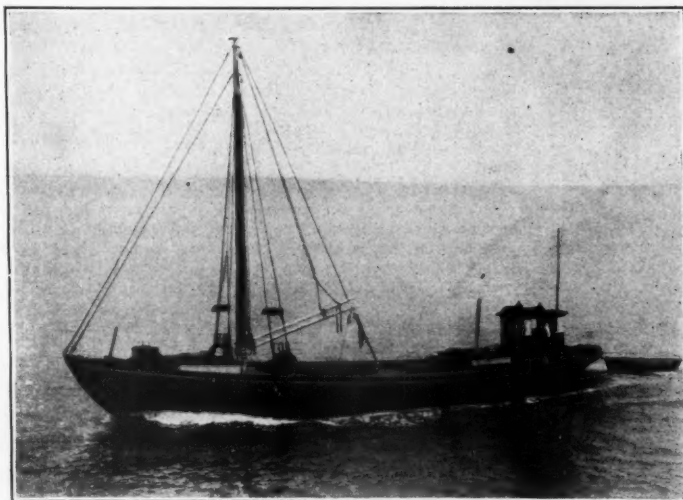
## Annual Fishermen's Memorial Service Held

The annual fishermen's memorial service was held on Sunday, October 5th. Due to the very inclement weather which prevailed, the service was held in Central United Church instead of from the bandstand, as arranged. A very small crowd attended the service, which, however, was none the less impressive and solemn.

At the conclusion of the church service, His Worship Mayor W. E. Knock, accompanied by members of the Town Council and other town officials and the clergymen of the town went to Zwicker's wharf and deposited their tribute in the form of a floral anchor, on the waters of the harbor.



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## Halifax Reports

(Continued from Page 23)

203 tons gross. She is also by far the most heavily powered of the fleet, being equipped with a 270 horsepower Cooper-Bessemer Diesel engine. Her bow and stern give the appearance of a wooden steamer rather than an auxiliary schooner. She carries 11 double dories and is fitted for haddocking.

The *Canusa* was launched from the yard of J. Ernst and Son, and was designed by O. B. Hamm, and is equipped with wireless.

Asked why he chose the name *Canusa*, Capt. Himmelman said: "The hull was built in Canada and the engine in the United States. "Can" is for Canada and U. S. A. for the United States of America."

### Gale Damages Nova Scotia Craft

The recent gale harrassed and damaged the schooners *Catherine M.*, Capt. Joe Emberley; and *Marion Emily*, Captain Edward O'Neil, both out of Halifax; *Katrina*, Captain Wesley Levy, out of Liverpool; *A. W. Longmire*, Captain Simon Muise, out of Yarmouth, and the *Nina W. Corkum*, of Lunenburg.

John Drake, of Fortune Bay, Nfld., and Eldridge Jamison, on Queensport, N. S., were swept overboard from the wheel of the *Marion Emily* but were saved by life lines. In the same storm the schooner *Lake O' Law*, owned by Captain Sylvester Dunphy, of North Sydney, N. S., and commanded by Captain Thomas Hardy was sunk off White Head, N. S., when bound from Louisburg to Gloucester with 261,000 pounds of dry and salted fish consigned to the Gorton-Pew Fisheries. Captain Hardy and mate Archie McIntyre, of North Sydney; cook Walter Burkland, and seaman James Hines, of Sydney, her crew, were rescued by the Gloucester schooner *Pollyanna* and were landed at Boston.

### "Bluenose" Still Wonder-Vessel

When the *Bluenose* last raced off this port (in 1926), a member of her crew said: "The wood is still growing for the vessel that can beat her." And on her showing at Gloucester, that confidence would appear still to be justified.

Truly, she still is the wonder-vessel! This is her tenth season of hard work as a working fisherman; she was ashore early in the year; and when she was properly groomed at Gloucester, with her canvas fitting and drawing, she looked as good as ever she did. She had life and go and buoyancy to her.

There is only one *Bluenose*—big, able, rugged, burdensome, weatherly, capable of sensational speed when it comes to her in the kind of wind and water on which she thrives. She has to get her breeze around twenty knots before she really wakes up—but when she *does* wake up, the most of them might just as well wave her goodbye!

### New Boat for Capt. Seth Himmelman

Captain Seth Himmelman, of LaHave, N. S., has placed an order with John McLean and Sons, of Mahone Bay for the construction of a motor vessel to replace the *O. K. Service II* built at the McLean yard last Winter. The new craft will be slightly larger and will have accommodations for four passengers. She is intended for the fish carrying trade from Nova Scotia ports to Gloucester and will be ready for launching early next March. The *O. K. Service II* was run as an independent lobster carrier to Boston last Spring in competition with Government subsidized boats.

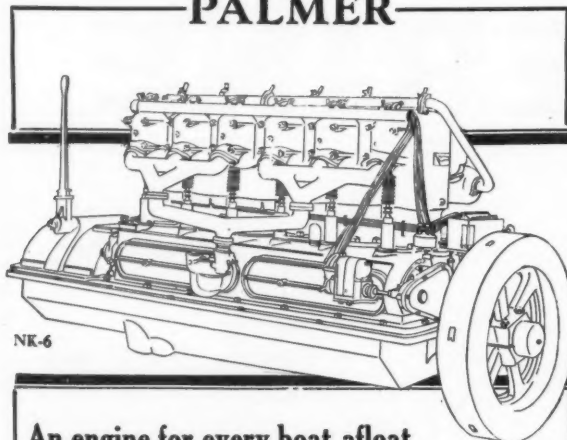
### Hudson Bay Expedition Reports No Commercial Fish

There are no commercial fish in the Hudson Bay and in 22 days of actual fishing with trawls, nets and lines not a single commercial fish was taken by the expedition, is the report of H. B. Hachey, officer in charge of the expedition which went from Halifax in the trawler *Loubyrne* last Summer.

Visions of a great fish industry with the markets of the interior, with the completion of the Hudson Bay Railway, vanish for the time, it is stated. A distance of 3,100 miles was covered by the trawler and trawls were out for 57 hours, with other means used for lesser periods. To make a trawler pay, 100,000 pounds of fish must be taken every five days and not one was taken at all.

There were no banks in the Bay, it was reported and the bottom is of mud, loose rocks and boulders unsuitable for trawling.

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PNR2—2-cylinder.....12 h.p.	F6—6-cylinder.....50 h.p.
PNR3—3-cylinder.....18 h.p.	NK2—2-cylinder.....25 h.p.
PNR4—4-cylinder.....24 h.p.	NK3—3-cylinder.....35 h.p.
ZR1—1-cylinder..... 7 h.p.	NK4—4-cylinder.....50 h.p.
ZR2—2-cylinder.....18 h.p.	NK6—6-cylinder.....80 h.p.
ZR3—3-cylinder.....30 h.p.	Little Huskie—4 cyl...15 h.p.
ZR4—4-cylinder.....40 h.p.	Power-Boy Six
F2—2-cylinder.....18 h.p.	6-cylinder.....40 h.p.
Green Witch Six—6-cylinder.....150 h.p.	P. A. L.—4-cylinder..25 h.p.

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## On The Boston Fish Pier

THE second number of the "Log of the Fishing Industry", published by the Massachusetts Fisheries Association, illustrates on its cover a very fine airplane picture of the Boston Fish Pier. This picture can be purchased from the Association office, Administration Bldg., Fish Pier, Boston, Mass., in a 19" x 24" size, including frame and glass, for \$12.00, or 7" x 9" at \$1.50.

E. H. Cooley, Manager of the Massachusetts Fisheries Association, has resumed his radio talks. On October 1 he broadcasted on the subject of Vitamin A, and on October 24 his topic was Vitamin B. Future talks will discuss Vitamins C, D and E.

All of Mr. Cooley's talks over the radio are beneficial to the fishing industry because of the fact that they impart to the public a better understanding of the value and economy of fish as a food in a properly balanced diet.

Among the talks already given over stations WBZ, WBZA and WIXAZ appear the following titles: Frozen Fish; Swordfish; Modern Methods of Marketing; Mackerel; Harvesting from the Sea; Oysters, Their Farming, Marketing and Use; Salmon; Lobsters; Why Vitamins? The Truth About Crabs; Clams.

After the Vitamin series, Mr. Cooley will proceed with the subject of Iodine.

Up to October 3 the catch by the swordfish fleet amounted to 19,015 fish, compared with 25,176 at the corresponding date last year. *Olivia Brown* landed 92 swordfish the first of the month, the *Louis A. Thebaud*, 87; *Newcastle*, 54. Swordfishing was later than usual this season. Arrivals during the early part of the month were *Emma Marie*, 59; *A. Piatt Andrew*, 73; *Shirley N. Clattenberg*, 60. The schooner *Aloma* arrived at Gloucester October 17 and was the last vessel of the fleet to come this season, except the *Birnie* and *Bessie*, that was thought to have been lost, but was heard from recently.

On Saturday, November 1, operation of the Yarmouth steamers will be transferred from Central Wharf to the end of India Wharf. Sailings from Boston will be on Mondays and Thursdays at 4:30 P. M. Arrivals in Boston on Wednesdays and Saturdays.

The *Charlotte*, a 110 ft. converted submarine chaser, built at Edgewater, N. J., is employing a new method of fishing. The fish are sucked in through a pipe and dropped into a net at the stern of the vessel. The basic principle is the same as used by the sand suckers in cleaning ports. She will be used in the menhaden fishery.

The seiners *Jackie B.*, *Orion* and *Famiglia*, have hauled out of mackerel fishing. The catch of the mackerel fleet up to October 31 was 40,225,630 pounds. At the same date in 1929 it was 42,188,070; in 1928, 29,131,950, and in 1927, 37,877,850. Quite a number of the seiners have now changed over to netting.

The schooner *Andover* has a beattle bird that flew on board five miles off Highland Light.

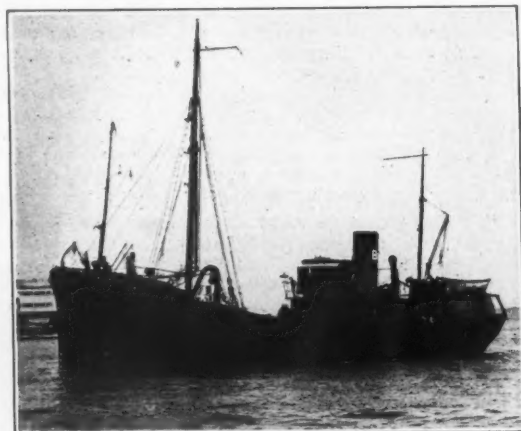
The Bureau of Fisheries steamer *Albatross* sailed from the Pier October 17 for the Rips on a fish tagging trip, in charge of William C. Schroeder.

A denizen of the deep was brought in by the schooner *Oretha F. Spinney*, that was caught at a depth of 3,000 feet in the gulley between Browns and La Have bank. It was a chimaera about 3½ feet long, a fish much like a large grenadier, or rat-tailed fish, caught at great depths.

A large bird, probably an Eagle, alighted on the top of the mainmast of the steamer *Tide* October 22nd, 160 miles Southeast of Highland Light, Cape Cod.

The schooner *Herbert Parker*, Capt. Rob. Surrence, changed over from dragging to line trawling, is about ready to sail for the fishing banks.

Haddock and codfish have been in light supply from the fishing fleet, and steamers and draggers report fish scarce. Vessels that have been to the Eastward have been bothered with dogfish. Vessels are landing good catches of hake from South Channel. The official statistics give the catch of hake for the eight months ending Sept. 1, as 7,300,000 lbs., com-



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pared with 3,107,000 lbs. to the corresponding date in the year 1929. Good catches of pollock are being landed by the gill netters fishing off Gloucester.

The schooner *Catherine*, Capt. Archie McLeod, arrived October 30 from Grand Banks with 18,000 lbs. of halibut, and is the last one of the halibut fleet to arrive this season.

The piles have been driven for No. 2 Pier, of the Boston Fish Pier. No. 2 is along side of No. 1. The first large vessel to take fish out on the new pier was the *Ellen T. Marshall*, Capt. Albert Hines with 48,500 lbs. of Fish.

Schooner *John J. Fallon*, Gloucester vessel, went ashore on Peach Beach near Plum Island, the night of Oct. 30th. All the crew were taken off by the Coast Guard. She had 30,000 lbs. of fish on board at the time.

Capt. Christenson of the new trawler *Newton*, owned by the Boston Trawling Co., was in with her first trip of fish, 60,000 pounds.

The last week of October found prices good, and no large trips recorded. Some of the trips were as follows: *Fabia*, Capt. Bob Wharton, 58,000; *Goosoon*, Capt. Ernest Parsons, 54,000; *Andrew and Rosalie*, Capt. Murphy, 30,000; *Mary P. Goulart*, Capt. Goulart, 62,000; *Isabelle Parker*, Capt. Morrissey, 43,000; *Eleanor Nickerson*, Capt. Lugia, 31,000; *Mary O'Hara*, Capt. Glen Dobson, 46,000; *Catherine Burke*, Capt. Jos. Fronteiro, 55,000; *Comorant*, Capt. Jacobson, 50,000; *Georgetown*, Capt. Selig, 53,000; *Fordham*, Capt. Nick Cole, 63,000; *Albatross*, Capt. Hayes, 65,000; *Ethel B. Penny*, Capt. Geo. Nunan, 27,000; *Gertrude DeCosta*, Capt. Ben Bishop, 48,000; *Arthur D. Story*, Capt. Jack Grant, 53,000; *Adventure*, Capt. Jeff Thomas, 55,000; other trips, *Lark*, 48,000; *Billow*, 31,000; *Dacia*, 20,000; *Breakers*, 38,000; *Surf*, 56,000; *P. J. O'Hara* 45,000; *Rhodora*, 45,000; *Gale*, 56,000; *Heron*, 57,000; *W. H. Killigrew*, 35,000; *Ruth and Margaret*, 41,000; *Ellen T. Marshall*, 48,500; *Louis Marshall*, Capt. Marshall, 43,000; *Squanto*, 33,000; *Hesperus*, Capt. Robert Griffen, 61,000; *Cornell*, Capt. Pat Collins, 36,000; *Wave*, 53,000.

The commission appointed by Massachusetts Fisheries Association is already at work on filletting costs.

On July 31st there was in storage on the Boston Fish Pier 4,628,138 lbs. of mackerel. This is 1,284,884 lbs. more mackerel than last year on the same date. Yet by October 15th this year 590,920 lbs. had been sold, whereas last year during the same period 681,249 lbs. more had been bought and put in the freezer.

Although much more mackerel has been frozen this year, the demand for frozen mackerel has been so great that the quantity in storage on October 15th this year is approximately the same as October 15th last year.

The following figures are given to show the trend of the market in regards to mackerel.

MACKEREL IN STORAGE

Date	1929	1930
May 31st, Inventory.....	325,100	Inventory, ..... 824,352
Put in Storage .....	1,861,313	Put in Storage 1,464,053
June 30th, Inventory .....	2,186,413	Inventory ..... 2,288,405
Put in Storage .....	1,017,613	Put in Storage 1,573,053
July 15th, Inventory ..	3,204,026	Inventory ..... 3,861,458
Put in Storage .....	139,228	Put in Storage 766,680
July 31st, Inventory ..	3,343,254	Inventory ..... 4,628,138
Put in Storage .....	398,599	Out of Storage 60,511
August 15th, Inventory ..	3,741,853	Inventory ..... 4,567,627
Put in Storage .....	9,266	Out of Storage 85,453
August 31st, Inventory ..	3,751,119	Inventory ..... 4,482,174
Put in Storage .....	6,777	Out of Storage 79,725
Sept. 15th, Inventory ..	3,757,896	Inventory ..... 4,402,449
Put in Storage .....	346,161	Put in Storage 8,003
Sept. 30th, Inventory ..	4,104,057	Inventory ..... 4,410,452
Out of Storage .....	78,554	Out of Storage 406,234
Oct. 15th, Total .....	4,025,503	Total ..... 4,004,218

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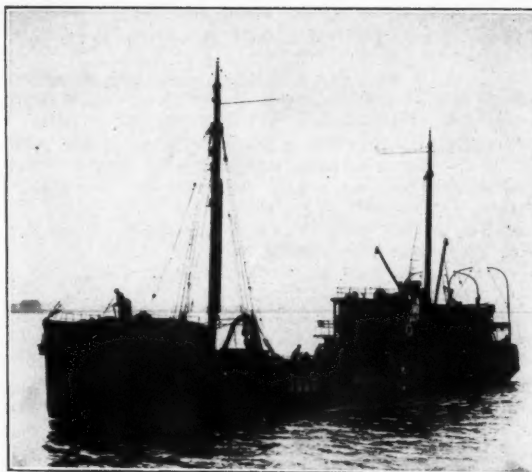
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The "Fabia" one of the first Diesel trawlers. Her Captain is Robert Wharton, and she is owned by the John Chisholm Fisheries Co., Gloucester, Mass.

### The "Fabia"

THE beam trawler *Fabia* was one of the first Diesel trawlers. She was originally equipped with a Nelseco 360 B.H.P. in 1919, and has been in continuous fishing operation for 11 years.

Modern fishing conditions making increased speed necessary, the *Fabia* has recently been equipped at the plant of the Electric Boat Co. in Groton, Conn., with a new Nelseco 550 B.H.P. at 250 r.p.m., type 6 MIR-22, six cylinder, direct reversible, four cycle Marine Diesel engine, increasing the power of the *Fabia* from 360 to 550 and materially adding to her speed.

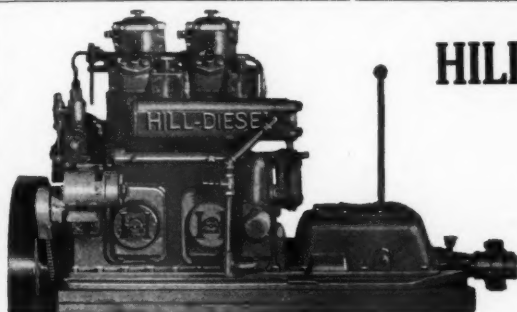
The *Fabia* went out on her trial trip October 6 and obtained a speed of approximately 10 knots. The main engine functioned perfectly, turning over 234 r.p.m. and developing approximately 520 B.H.P. No vibration was noticed in any part of the ship. Test Engineer Harvey conducted numerous tests, stopping almost instantly and going astern at full power, later slowing the engine down to 98 r.p.m., then going through various speeds without developing any criticals in the engine.

The *Fabia* is the first wooden hull to be equipped with a Fathometer, but its successful operation is now a matter of record. The Fathometer was installed by the Submarine Signal Co., and is giving highly satisfactory results.

The *Fabia* is owned by the John Chisholm Fisheries Co. of Gloucester, and is under the command of Capt. Robert Wharton. Chief engineer Les Mallock has been in charge of the *Fabia's* engine-room since he was originally commissioned.



Tanker "Captain Larry" owned by the Norris-Hillis Oils Company, Boston, Mass. She is powered with a 60 h.p. Atlas Imperial Diesel engine.



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### Dorymen Purchasing High-Speed Motors "Engine Talk" is Paramount at Provincetown

PROVINCETOWN'S dorymen are showing no let-up in their efforts to have the latest in modern equipment. High-speed engines and, in some cases, two of them, are being installed by the local dealers, and "engine talk" is paramount in fishermen's discussions.

Darrow Adams, who is agent for Chrysler Motors has been particularly busy and has made a number of recent installations, among them being: a 30-50 h.p. with reduction gear drive for Frank Cabral of Cabral Brothers; a 106 h.p. for Capt. Manuel Zoura's *Mary Allen*; a 106 h.p. for Capt. John Paul for his boat *Plymouth*; a 106 h.p. for Capt. Manuel Cook's dory owned by Cabral Bros.; a 125 h.p. for an East Boston fisherman, installed on the 53 ft. Nova Scotia lobsterman, *Isola Rose*; a 125 h.p. for Capt. Louis Ramos of Cuttyhunk which was installed in a 42 ft. Nova Scotia model; and a 150 h.p. 8 cylinder motor for Capt. John Phillips in his dory *Two Sisters*.

Mr. Adams has on hand orders for several more motors, including one 106 h.p. for Joseph Vincent; a 125 h.p. for Cabral Bros.; and a 150 h.p. for John Costa.

It is claimed that the *Mary Allen* developed a speed of 19 miles per hour aided by skid boards installed at the suggestion of Jot Small who is a prominent boatbuilder of Provincetown. The skid boards kept the *Mary Allen* from settling, thereby increasing her speed.

The motor in the *Isola Rose* was installed by Mr. Adams at Woods Harbor, N. S., and her performance proved so satisfactory that another engine was sold to the builder, Colby Nickerson.

The *Isola Rose*, under command of Capt. Edward Stanwood, later towed two Nova Scotia type boats to Provincetown from Tiverton, N. S., one 42 ft. and the other 47 ft. long. The 42 ft. boat, which was sold to Capt. Louis Ramos, is reported to develop a speed of 19 miles per hour. The 47 ft. boat

was sold to Capt. Zoura who had his 106 h.p. motor removed from his old boat and placed in his new *Mary Allen*. Capt. Zoura is using his new boat trawling.

Provincetown dorymen are much impressed with the possibilities of saving time to and from the fishing grounds, and fishing further off shore.

### Murray & Tregurtha Engines

MURRAY & Tregurtha, Inc., No. Quincy, Mass., manufacturers of Internal Combustion Marine Engines since 1891, announce specifications of their various models as follows:

Gasoline Engines: Model M, 4 cyl., 6½" bore x 8" stroke, 65 H.P., 650 R.P.M., 2030 lbs. with aluminum base, or 2600 lbs. with iron base; Model M, 6 cyl., 6½" bore x 8" stroke, 110 H.P., 700 R.P.M., 2730 lbs. with aluminum base, or 3500 lbs. with iron base; Model K, 6 cyl., 6¼" bore x 7¾" stroke, 325 H.P., 1650 R.P.M., 2200 lbs.; Model J, 6 cyl., 7¼" bore x 9" stroke, 400 H.P., 1400 R.P.M., 3600 lbs.

Oil Engines: Model M-O, 4 cyl., 6½" bore x 8" stroke, 65 H.P., 650 R.P.M., 2030 lbs. with aluminum base, 2600 lbs. with iron base; Model M-O, 6 cyl., 6½" bore x 8" stroke, 110 H.P., 700 R.P.M., 2730 lbs. with aluminum base, 3500 lbs. with iron base. Ignition is—Battery—Deleo Remy; Lubrication, High Pressure; Carburetor is Holley Downdraft on the gasoline models, while Fuel is processed by Shore Nebulizer on the Oil Models, The Reversing mechanism is: High Speed, Joes; Medium Duty, Joes; Optional, Murray & Tregurtha.

### Union Diesel Announcement

THE Union Diesel Engine Co., of Oakland, California, announces that O. Smith Johannsen, Mechanical Engineer, 50 Church St., New York City, will represent them in the sale of their Marine and Stationary Diesel engines in the states of New York, Connecticut and New Jersey.

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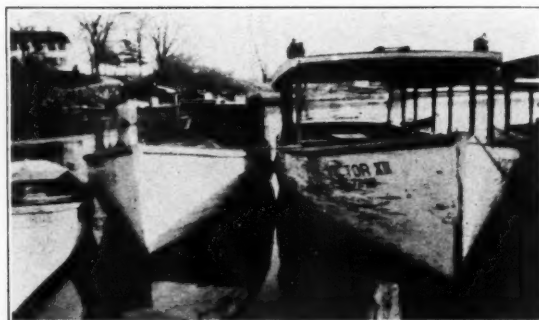
## The Radio Decade

THE Radio Corp. of America has recently published a 42 page book entitled "The Radio Decade". It contains a history of the progress of communication methods from early civilization to the present time, and the history of radio broadcasting from the year 1920 when the first broadcasting station was put in operation on November 2 by the Westinghouse Electric & Manufacturing Co. at Pittsburgh.

One section of this book is devoted to marine radio, illustrating and explaining the Radio Direction Finder, as an aid to navigation, 578 of which had been installed up to December of last year, by the Radiomarine Corp., an R. C. A. subsidiary. This section also dwells on how the radio ended forever the silence of the sea and how it brought the Trans-Atlantic greyhound, the tramp steamer, the luxurious yacht and the fishing smack into touch with each other and the shore.

The book describes the marine communication station which the Radio Corp. of America has constructed at Chatham, Mass., to maintain contact with ships, and which broadcasts each night a complete press report to more than 100 vessels.

An idea of the rapid growth of radio can be obtained from the statement that in 1920 the value of equipment sold was about \$5,000,000, while by 1929 it was reaching close toward \$1,000,000,000.



Boats tied up at Justin E. Hull's, Ipswich, Mass. The fishing party boat was built by Mr. Hull from one of his popular designs, and is powered with a Red Wing motor.

## "Sinclair"

A NEW Kahlenberg oil engine powered work boat is the floating service station *Sinclair*, built by the Burger Boat Co., for the Sinclair Refining Co., to be used for delivering fuel, lubricating oil and ice to boats in Chicago yacht harbors.

The *Sinclair* is 54' x 15' x 5' 6" and has a four cylinder 60-70 h.p. Kahlenberg oil engine which is controlled from the pilot house. Kahlenberg Bros. Co., manufacturers, Two Rivers, Wisconsin, state that the flexibility of this engine and ease of control make it especially desirable for a boat of this type where a great deal of maneuvering is required and many starts and stops are made.

## A Lobster Story (Not a Fish Story)

THERE is indisputable evidence that our favorite pastime of golf is being played on the bed of the ocean. Mr. Walter E. Church of Biddepoor Pool, Maine, has found many and varied things in his lobster traps. A few days ago while pulling his traps on Dansbury's Ledge, one mile off Wood Island Light, he found a golf ball tucked away with the lobsters in one of the traps.

This golf ball now safely reposes in the Boston Office of the New Bedford Cordage Company, and does not seem to be any the worse for wear and tear on its strange golf course. Up to the present time no golf clubs have been found, and just who the players are and who they use for caddies is still a mystery.



## The Fishing Gear Mart

Use these pages to buy or sell any kind of Fishing Equipment. Rates: 4 lines, \$2.00 minimum; 50c per line for all over 4 lines. ATLANTIC FISHERMAN, Inc., Goffstown, N. H.

### BARGAINS

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One 45 horsepower Bergsund Oil Engine with shaft and propeller. Priced low for quick sale. Apply United Sail Loft Company, Inc., Gloucester, Mass.

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